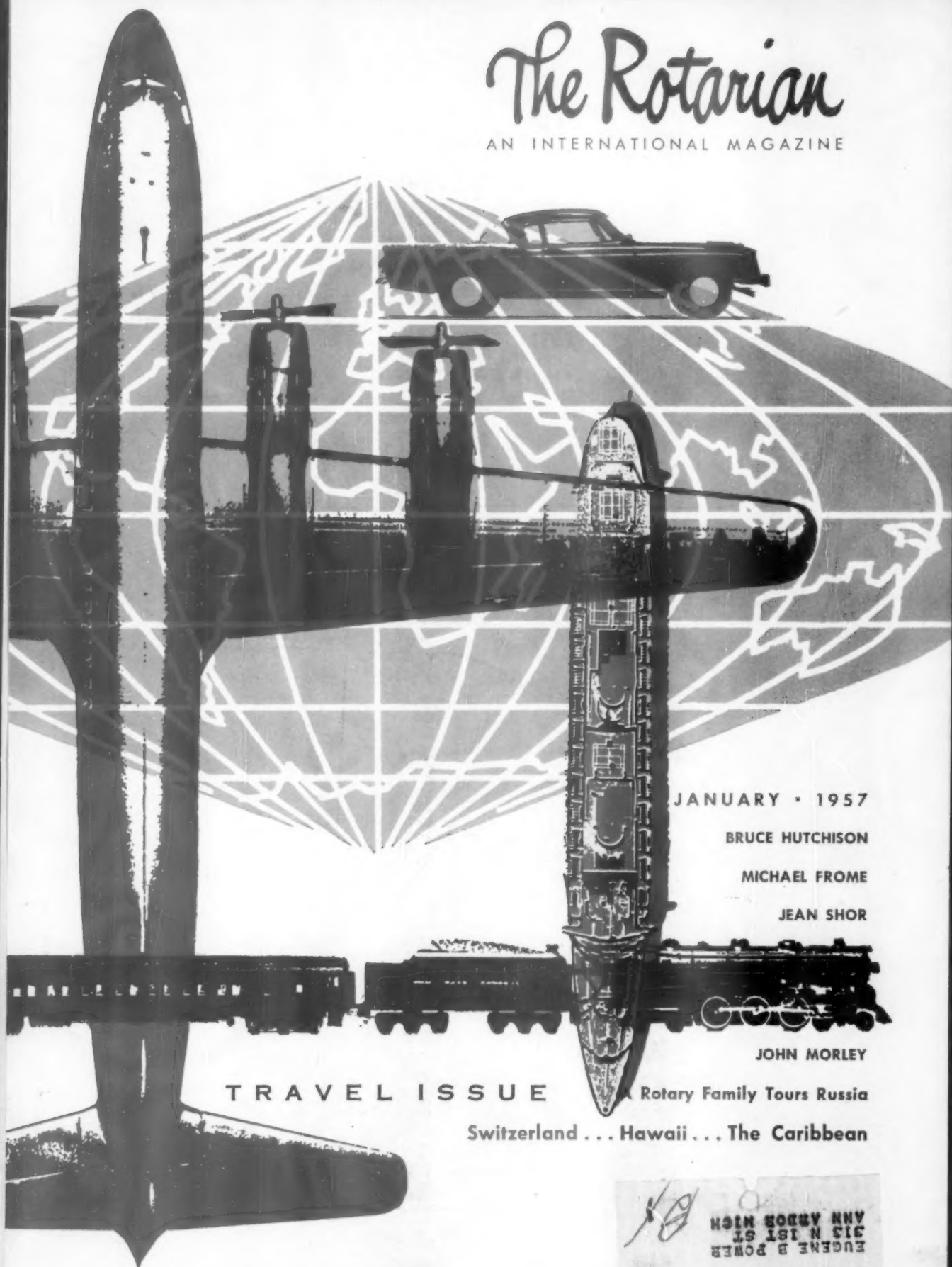


# The Rotarian

AN INTERNATIONAL MAGAZINE



JANUARY • 1957

BRUCE HUTCHISON

MICHAEL FROME

JEAN SHOR

JOHN MORLEY

TRAVEL ISSUE

A Rotary Family Tours Russia

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## Your Letters

### Afrikaans Not Dutch Variant

Says MARIUS DIEMONT, Rotarian Judge

Kimberley, Union of South Africa

The article by Paul R. Cutright, *The Tongues of Rotary* [THE ROTARIAN for October], was very interesting, but it contains one statement which is quite incorrect—namely, that "Afrikaans is a variant of Dutch." Afrikaans is no more a variant of Dutch than Dutch is a variant of German or Flemish, or Norwegian a variant of Swedish. Afrikaans and Dutch (or Nederlands as we call it) are closely related, but they are different languages.

Afrikaans is, so far as I am aware, the most modern of the Western languages. It has a simplified and logical grammar. Its vocabulary has been enriched by many words from French, German, and English—as well as from the native languages of South Africa and Malay. It has a vigorous literature. Afrikaans is the home language of some 60 per cent of the white people of South Africa—though most of us are bilingual. Not unnaturally it is the language used by a number of the Clubs in Rotary's 26th District. To define it as a mere "variant" of Dutch is to cast a slight on its status as a language.

### Re: Rotary Tongues in Israel

By AARON ROSENFELD, Senior Active President, Rotary Club Haifa, Israel

I have read with great interest the article *The Tongues of Rotary*, by Paul R. Cutright [THE ROTARIAN for October], and have noted that the Hebrew language is indicated as used by the Rotary Clubs in Israel.

This is correct as far as most of the 19 Clubs we now have in this country are concerned, with, however, the following exceptions:

The language of the Rotary Club of Haifa has always been English since it was formed 25 years ago, as its members belong to various creeds, races, and religions, so that in this respect our Club is international like Rotary itself.

The Rotary Club of Tel Aviv-Jaffa uses both Hebrew and English, and the same goes for the Rotary Club of Jerusalem.

In the Rotary Club of Nazareth both Arabic and English are spoken.

The other 15 Clubs conduct their business in Hebrew.

### Old Acquaintance Renewed

By JAMES G. HACKETT, Rotarian Lawyer

North Sydney, Nova Scotia, Canada

Seeing the photos of the House of Friendship in London in *Come and See Us on the Way*, by Norman Farmer [THE ROTARIAN for December], was like meeting an old friend. You see, only a few months ago I had the pleasure of

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visiting London and the House of Friendship. I had learned about the House at the Rotary meeting, but I thought time would not permit my seeing it.

The next afternoon, however, I happened to be walking up busy Oxford Street when I noticed Portman Street just ahead. Soon I found myself at 21 Portman Square, and there it was: the House of Friendship, a fine old 18th Century building in the heart of London, and yet calmly apart from the rush and roar of the great city.

In the House of Friendship I met a friend on duty there that day. True, we had never met before, but as we clasped hands he called me Jim and I called him John, and our little adventure in friendship got away to a happy start. He took me on a tour of the building. Then over tea cups we had a long chat about world affairs. I was sorry when the time came to part.

There's more than a touch of genius in the foresight and purpose of Rotarians who have established this meeting place for all members at the crossroads of the world. There are hundreds of institutions in London, hundreds of hotels and clubs, churches, and hospitals, many of them extremely useful and justly famous. But Rotarians everywhere will know that nowhere in all the great city will the business of promoting world friendship go forward more efficiently and expeditiously than in this House of Tolerance, Sincerity, Confidence, Sympathy, Understanding, and Affection.

### Tickey Bottle Still Tinkles

Reports LESLIE AULD, Banker  
President, Rotary Club  
Roodepoort-Maraisburg, Union of  
South Africa

IN THE ROTARIAN for June, 1954, appeared a report on our tickey-bottle method of building funds for the Rotary Foundation Fellowships program. I recalled the report as I read the article on the Foundation entitled *The Chance of a Lifetime*, by Louis L. Roth [THE ROTARIAN for November].

The tickey bottle was first introduced to the Club in 1952 and ever since it has rotated around the table at each meeting, members dropping into it any tickeys they might happen to have in their small change. (By way of explanation, I might add that a "tickey" is a three-penny piece about the size of a U. S. cent.) It so happens that the idea originated with me, and it is thus singularly appropriate that in this my year as President of the Club we last month, through our tickey bottle, became a 200 percent Rotary Foundation Club.

The bottle holds approximately £30 and takes a Club like ours (membership 27) about a year to fill. Just imagine the result if our 9,000 Rotary Clubs were each to have a tickey bottle—£270,000 per annum—and all from tickeys, dimes, and other such small coins.

We in Roodepoort-Maraisburg have often wondered if the tickey-bottle an-

nouncement back there in 1954 inspired other Clubs to do the same. We would like to know. We hope it did—it works so well for such a worth-while objective.

### A Gesture and a Guest

Told by WILFRED R. CARTER, Rotarian  
Tire Distributor  
Hamilton, Ontario, Canada

We of the Rotary Clubs in District 248 read eagerly of the travels of Rotary's world President for 1956-57, Gian Paolo Lang, in THE ROTARIAN for December [The President on the Peace Path]. We have a particular interest—a school tie, we might call it—in this outstanding Rotarian from Italy. Here is the story:

Through the efforts of most of the Clubs in District 248, it has been possible to sponsor an overseas student for a year's undergraduate study in a university in our District. As President Lang comes from District 92 in Italy, it was decided that it would be a nice gesture to select our first student from his area. With this in mind we requested submission of applications from the District Governor of District 92, and from the applications submitted we chose Gianluigi

Quentin, a student in political science at the University of Florence and the son of a member of the Rotary Club of Florence. John, as he prefers to be known, is now studying at McMaster University in our city. Recently he wrote to say of our country that "I am indeed conscious that this experience of living among you will be most valuable in giving me an improved knowledge and comprehension of your stature among the nations of the world."

This school tie is going to bring John, Paul Lang, and Rotarians of District 248 very close together in the months ahead.



Quentin

### I Taught in Frontier College

Says G. H. CHAMBLIN, Rotarian  
Lawyer  
Columbus, Ohio

John C. Stafford's *College in the Woods* [THE ROTARIAN for September] was of special interest to me. It caused me to recall vividly the years 1929 and 1930 because I devoted the Summer season in each of those years to Frontier College work. It was a rugged experience but one I have always cherished.

My work at Frontier College took me through a good portion of Manitoba, Saskatchewan, and Alberta as a railroad-construction crew worker. At one point we installed a stretch of track which was supposedly the northernmost track in all of Canada. I believe my experiences during those two Summers in associating with European immigrants, primarily from Poland and the Ukraine, was a high point in my education because [Continued on page 46]



# THIS ROTARY MONTH

NEWS FROM 1600 RIDGE AVENUE, EVANSTON, ILLINOIS, U.S.A.

**CONVENTION.** This is a travel issue...and the travel news in the Rotary realm centers on the 1957 Convention of Rotary International to be held in Lucerne and Central Switzerland, May 19-23. Pre- and post-Convention tours have been arranged, each with an escort and itineraries that include the finest scenic routes and principal cities of the Old World. You may obtain a booklet describing these tours by writing to the North American Transportation Committee, 649 Fifth Avenue, New York 22, N. Y. ...During Convention week you may arrange sight-seeing tours of Lucerne and environs—the quays, art gallery, Wagner Museum, Museum of Swiss Folk Costumes, churches, shopping district, and other places of beauty and interest—at a booth in the House of Friendship. In shaping the Convention program, the planners are setting aside free time for tours.

**PRESIDENT.** As the midpoint of his year approached, Rotary's President, Gian Paolo Lang, was completing a two-month Rotary journey in the Far East. January was to find him back at his office in Evanston, Ill., to preside over the Board's midyear meeting (see below). Near the close of his visits in the Orient, the President met with Jawaharlal Nehru, India's Prime Minister, and later with Rajendra Prasad, President of India. (High lights of this Presidential tour will be reported in text and photos in an early issue.)

**MEETINGS.** Nominating Committee for President..... January 18-19.....Evanston  
Board of Directors.....January 21-25.....Evanston  
Rotary Foundation Fellowships and  
International Student Exchange  
Committee.....January 26-29.....Evanston

**FELLOWSHIP AWARDS.** The painstaking process of weighing applications for Rotary Foundation Fellowship awards for 1957-58 having taken place in Clubs and Districts, the final stage comes this month when the Foundation Fellowships and International Student Exchange Committee meets (see above) to select candidates who will receive awards. Winners will be announced soon thereafter.

**ATOM ADDRESS.** Are you (or one of your Club members) scheduled to give a talk on new developments and new thinking in the field of the atom? To help you do so, a new program paper is available. It is called "Rotary and the Atom." It is Paper 710, and is available from the Central Office, without charge.

**BIRTHDAY.** This month your Magazine begins its 47th year of publication in the interest of promoting the program of Rotary. This anniversary will be celebrated by Clubs in many parts of the world during "Rotary's Magazine Week," the dates for which are January 20-26. The theme of the observance is "Go Adventuring with Your Magazine," and ideas for it are in a kit now on its way to many Clubs (see page 4) and also available upon request.

**SYDNEY CONFERENCE.** Termed an "outstanding success," the Pacific Regional Conference held in Sydney, Australia, in November drew an attendance of 1,940 adults and 21 children. This meeting will be reported in the February issue.

**VITAL STATISTICS.** On November 26 there were 9,245 Rotary Clubs and an estimated 437,000 Rotarians in 99 countries. New Clubs since July 1, 1956, totalled 107.

## The Object of Rotary:

To encourage and foster the ideal of service as a basis of worthy enterprise and in particular to encourage and foster:

(1) The development of acquaintance as an opportunity for service.  
(2) High ethical standards in business and professions, the recognition of the worthiness of all useful occupations, and the dignifying by each Rotarian of his occupation as an opportunity to serve society.

(3) The application of the ideal of service by every Rotarian to his personal, business, and community life.  
(4) The advancement of international understanding, goodwill, and peace through a world fellowship of business and professional men united in the ideal of service.



## CONVENTION BOUND?



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## The Editors' WORKSHOP

**HAPPY NEW YEAR** to all who go by the Gregorian calendar. For that matter, Happy New Year to all anytime anywhere.

**THIS** is our regular January, 1957, issue — with the travel theme added. We have something to say about this on page 6, but need to say a little more here:

**ONE THING**—if you are going to Rotary's 1957 Convention in Switzerland in May, you'd better get busy on passport matters if you haven't. It takes time for Governments to issue or renew passports and to grant visas. Check into the subject now . . . and avoid anxiety in those last fevered weeks before T-Day.

**ANOTHER THING**—you or someone in your town may find this issue secondarily useful for store-window displays or for library bulletin boards, or for other visual purposes. Thought you might appreciate the hint.

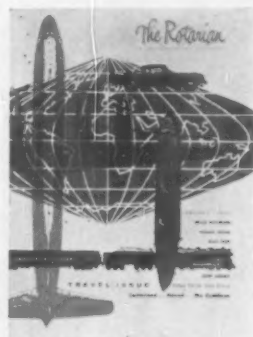
**STILL ANOTHER THING**—the colloquy by the four Robbins on their Russian visit is our symposium-of-the-month. We've presented symposia in the past that represented a sharper clash of opinion, but few that carried more to think about. Agree? As noted elsewhere, the Robbins travel only for their own education and pleasure, and try to keep things simple. They refuse, for example, to make much of their picture-taking, but had a high average of good shots among the 500 color transparencies they exposed in Russia. The black-and-white pictures which illustrate their articles are made from their color pictures.

**AND YET ONE MORE**—this about Jean and Franc Shor. To the October, 1956, issue of *The National Geographic Magazine*, for which they both work, this far-travelled couple contributed a 51-page article on Switzerland, illustrated with their own pictures. You may want to look it up. Franc is an assistant editor and Jean is on the foreign editorial staff of NGM.

**MR. BATTEN**, of N. W. Ayer & Son, reminds us that the week of January 6 to 13 is Big Brother Week in the U.S.A. and that the Big Brothers are not out for more funds but for more Big Brothers! We knew a once-wayward boy who was led straight to a decent useful manhood by one of these men. There ought to be more of them.

**JANUARY** brings the 46th birthday of

your Magazine . . . and Kelsey Buchanan thoughtfully and imaginatively toasts the occasion. Perhaps less for the sake of the Magazine than for the sake of your local members, your Club may want to mark the anniversary. Thousands of Clubs do every year, some lighting up birthday cakes, putting up displays, and staging quite elaborate programs. A kit of program ideas is on its way to all Clubs in the United States, Canada, Bermuda, Australia, and New Zealand, and to English-speaking Clubs in Asia. January 20-26 is "Rotary's Magazine Week."



## Our Cover

**OUR COVER**, thematic of travel, is not what it may seem. It is not the product of brush or pen—but of modern photography, pure and complex. It is the joint creative effort of Staff Artist Frank J. Follmer, who contributed the original concept and layout, and Creative Photographer Robert G. Koropp, of Glenview, Illinois, who—well, listen to what he did. First he got scale models of airplane, auto, ship, and train. Then he photographed them. Then he posterized and solarized his pictures of them. Then he made positive transparencies of these for the engraver, who expertly did the rest. Mr. Koropp (shown unsolarized below) started to be a chemist, acquired B.A. and M.S. degrees in the subject, and taught it in a southern Illinois college. His avocational interest in photography mounted, however, and led him to study it in Los Angeles' Art Center School. Working for a while in Chicago commercial and portrait studios, he opened his own shop in Glenview a year ago.—EBS.



THE ROTARIAN

## ABOUT OUR CONTRIBUTORS

A writer who likes to travel, and a traveller who likes to write, is **MICHAEL FROME**, ex-newspaperman and ex-airplane navigator now travel editor of an automobile association. While attending the Inter-American Travel Congress in Costa Rica in '56, he obtained some of the facts for his article in this issue. He's married, has two children, lives in Virginia, does gardening.



*Ernst*

**COLONEL ALBERT ERNST**, Chairman of the Host Club Executive Committee for the Convention in Switzerland, is a Past President of the Lucerne Rotary Club and a Past District Governor. He is a steel-works manager.

... **W. KELSEY BUCHANAN**, an executive of a sugar millers' association in Durban, Union of South Africa, is a Past District Governor. He is a Rotary Information Counsellor for 1956-57. In Durban he is active in work for crippled children.



*Buchanan*

Adding to the eye appeal of this special travel issue are the drawings of **ARTISTS ERIK BLEGVAD, JOHN FAULKNER, and WILLARD ARNOLD**. Born in Denmark, BLEGVAD served in the Danish Air Force in World War II. He lived in London and Paris after the war, married an American art student and went to New York. The BLEGVADS have two sons, four cats, and a busy schedule illustrating for books and magazines.



*Blegvad*

FAULKNER, a Chicago artist, illustrates for magazines and advertisers, has won many awards, one of them in a "100 Best Posters" contest. He's a suburbanite, has three children. ARNOLD, also a Chicago illustrator, began his career sketching for a newspaper. After a stint in U. S. Air Force, he began free-lancing. He, too, has won many art awards. He has three pretty daughters.

**SUBSCRIPTION RATES:** \$2 the year in the U.S.A., Canada, and other countries to which minimum postal rate applies; \$2.50 elsewhere; single copies, 25 cents; REVISTA ROTARIA (Spanish edition) \$2.75 annually; single copies, 25 cents. As its official publication, this magazine carries authoritative notices and articles on Rotary International. Otherwise no responsibility is assumed for statements of authors. Any use of fictionalized names that correspond to the names of actual persons is unintentional and is to be regarded as a coincidence. No responsibility is assumed for return of unsolicited manuscripts or photographs. THE ROTARIAN is registered in the United States Patent Office. Contents copyrighted 1956, by Rotary International. Entered as second-class matter at the Post Office, Evanston, Illinois. Additional entry at Chicago, Illinois.

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# TRAVEL

## -A SMALL START-



*Dwarfing the citizenry and the Royal Dutch Airlines plane, a modern Gulliver (5 years old) strides across Madurodam's Schiphol airport.*



*A trappengevel or "staircase front" typical of old Dutch architecture adorns this 17th Century building and others in Madurodam. Every structure and vehicle in city is an epitome of a real one.*

TRAVEL is a large subject with an enlarging predicate. Travel is the chief industry of many countries, including Switzerland, which yearly welcomes 5 to 10 million visitors, and which next May 19-23 will entertain thousands of Rotary people at the 1957 Convention of Rotary International in Lucerne. Travel—the people of the U.S.A. spend 12 billion dollars on it annually. Travel involves Governments, transportation, innkeepers, map makers, salad chefs, credit men, fashion stylists, service-club secretaries, and at some time or other just about everybody on earth.

Travel is the special subject of this regular issue . . . and a sizable family of authors, artists, photographers, and advertisers try with their arts to enhance your enjoyment and understanding of it.

For an easy way into the vast subject let's start with some travel on a small scale—1:25, in fact. That is the scale of things in Madurodam, The Netherlands, where these pictures were taken. Madurodam is new to you? It's a miniature city in a park in The Hague. It is a memorial to Dutch students who fought in World War II and gets its name from its principal contributor. Experts from the Zuyder Zee Museum worked out its infinitesimal detail which affords a panorama of Dutch architecture of the last 1,000 years.

*The Editors*

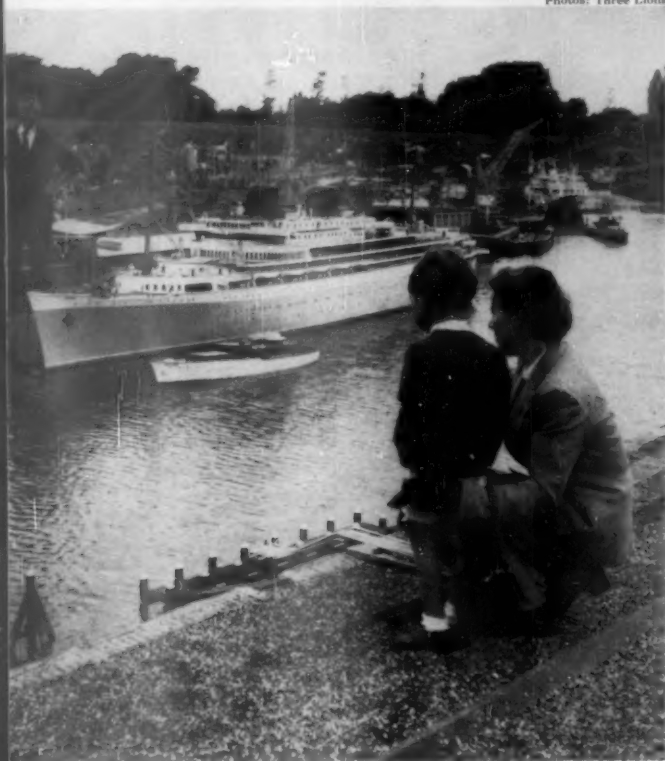




*While proud ships of the Royal Dutch passenger fleet lie at anchor in Madurodam harbor, a couple of small visitors try to figure out what makes the lighthouse light. The beacon is a model of one known to many sea captains.*



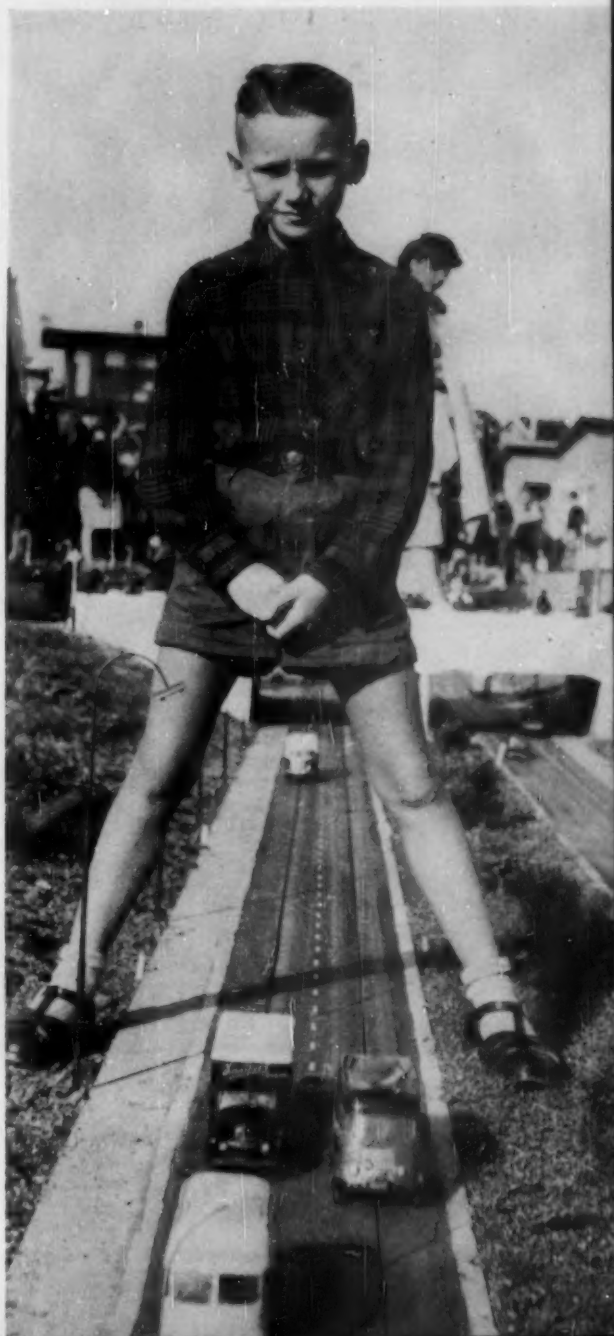
*Energized by electricity from its trolley this Dutch tram car of the N.V.T.O. line clicks down the rails in Madurodam . . . to the complete delight of Gulliver again. It's a sort of interurban.*



Photos: Three Lions

*The motor ship William Rays, Lilliput-size, ties up in Madurodam harbor. Cranes, barges, tugs, hawsers—everything's to scale. Note the man at the left.*

*Colossus of roads? A Dutch boy visiting Madurodam plays king of the highway—to give you an idea of the scale.*



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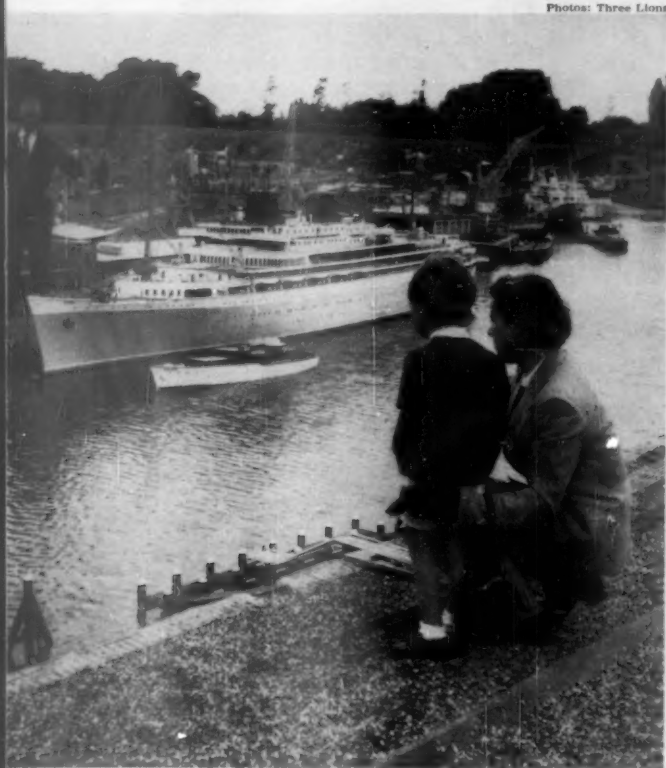
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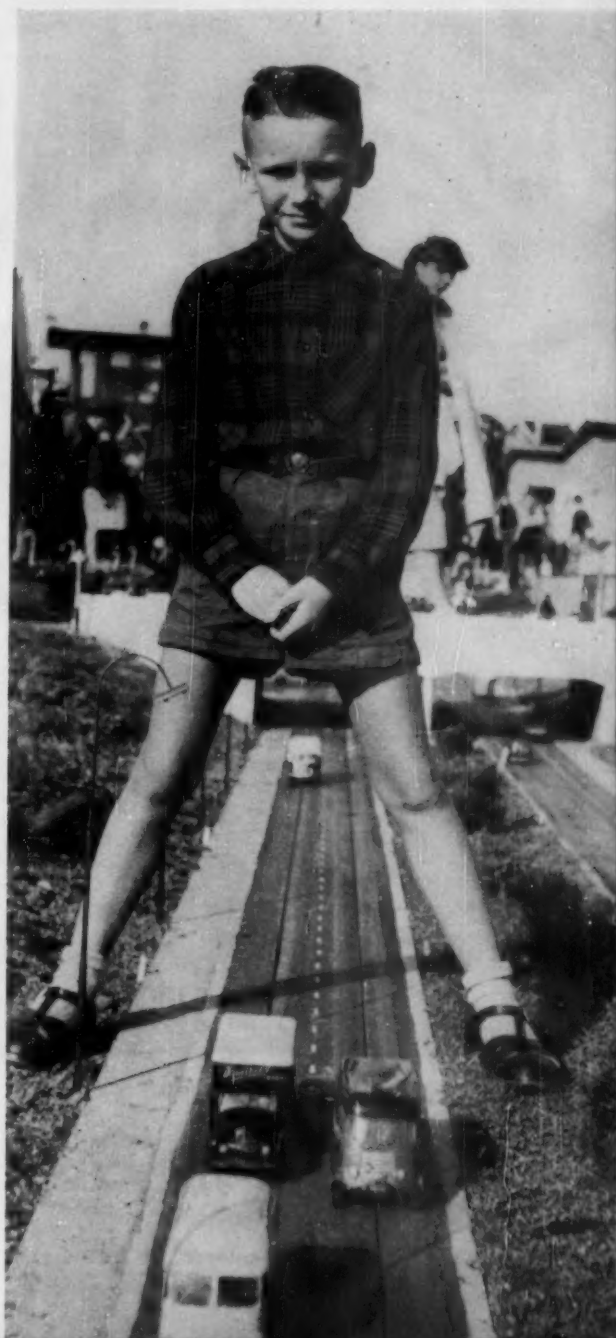
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*The author and guide Nyet Shah—high up in the little princely State of Hunza, at the juncture of Afghanistan, Russia, Chinese Turkestan, and Pakistan.*

**I**T WAS a very small village in Central Turkey. My husband Franc and I had gone to the bus station with our standard equipment—a map, a calendar, and a watch.

The assortment may seem a little unusual, but it was thoroughly practical. We had been in the country only a few days, and our knowledge of the language was practically nonexistent. But with the map we could point out where we wished to go, with the calendar we could show the day we wanted to leave, and with the watch we could enable the ticket salesman to indicate our time of departure. But this time an unexpected hitch developed. We were out of Turkish currency, there was no bank in the town, and the ticket agent couldn't cash our traveller's checks.

A tall, attractive young man waiting to purchase his own ticket asked if we spoke French. A little, we said, and explained our problem as best we could.

"There is nothing to worry about," he said. "You are going across the Persian border to Tabriz, and that is my home. I will give you the money you need, and the banks in Tabriz will cash your checks. I will tell you my name and the number of my bank account, and you can deposit the money to repay me."

We protested that he didn't know us, and would have no assurance that the money would be deposited.

"I am not worried," he laughed. "Travellers should always help one another. And I will tell you another reason I wish to help. When the salesman told you he couldn't cash your checks, you did not shout at him and call him stupid as so many foreigners would have. You were courteous



Courtesy National Geographic Magazine

# Take along an Oper





—and courtesy in the East is repaid in kind."

Our benefactor's unexpected generosity was no isolated incident. Years of travel on every continent have taught us that people everywhere welcome the traveller and are anxious to help. Patience, courtesy, and a ready smile are universal mediums of exchange. We have found many areas where traveller's checks, U. S. dollars, even gold pieces, were worthless. But never have we been in a place where a smile did not bring a fair return.

There is one other thing, we have found, that helps to make a traveller welcome. Try to speak at least a little bit of the language of the country in which you are a guest. You may speak it badly, your accent may be a source of amusement, but your host will be delighted that you are trying to learn his tongue, and will do everything he can to understand and help you.

Franco and I travel abroad nearly half of every year, and our work as writers and photographers for *The National Geographic Magazine* takes us into many countries. It is impossible for us to learn well the language of every nation in which we are guests. So we have made up a list of phrases which are most often

necessary, and as soon as we enter a country we try to learn that much of the native tongue. It is significant, I think, that the first thing we learn how to say is "thank you!" So many people are helpful that we use the phrase a hundred times a day.

Then comes "I am sorry, but I do not speak ———!" Once you have said that, anything you *do* know in the language is a bonus. And after that we learn the more practical things: "Good morning," "Please," "Yes," "No," and then the traveller's most important question: "Where is the ———?"

To go with that one, there are a dozen proper nouns: hotel, restaurant, railroad station, museum, theater, police station, rest room—all the places you may need to find in the course of a day. And since you may not understand the answer, acquire the phrase, "Please point." And if even that isn't clear, you'll be surprised how often the man you have stopped on the street will drop his own concerns and guide you to your destination.

It is helpful, too, to know the words for common foods. French is spoken in most European res-

## After Marco Polo, the Shors



Probably more travelled than any other U. S. couple, Jean and Franc Shor were wed in Shanghai in 1946 when she was with UNRRA and he was writing for *The Reader's Digest*. They spent their honeymoon in the Gobi Desert, later traced at great peril the Marco Polo trail from Venice to Peiping—a story thousands have read in Jean's book *After You, Marco Polo* (1955). In that book she credits part of her early hunger for travel to Rotary ("I corresponded madly with children in Holland, Czechoslovakia, Greece, and Poland . . ."), her father, George Donald Bowie, being a charter member of the Amarillo, Texas, Rotary Club. The Shors are on the staff of *National Geographic*, are now in Argentina.

# Heart by JEAN SHOR

taurants, and if you can approximate the French pronunciation of your favorite dishes you'll never have to use the "guess and point at the menu and pray" approach.

It is wise, however, to be careful of your pronunciation. A relative of mine, anxious to impress his wife with his linguistic ability on his first visit to Paris, picked up his room telephone and glibly ordered a mushroom omelet (*omelette aux champignons*) for breakfast. He was considerably deflated when the waiter arrived with an excellent plain omelette—and a large bottle of champagne!

A Texas friend of mine solved the problem in a different way. Before he left home he had a printer run off a few hundred cards printed in French with a menu consisting of tomato soup, broiled steak, green peas, French-fried potatoes, ice cream, and coffee. He would simply hand it to the waiter in every restaurant he visited during six weeks in Europe. It simplified ordering, all right, but he missed a lot of good eating, gained 11 pounds, and hasn't been able to look at a sirloin since his return.

You'll want to be able to tell

time, to count, and to say the words for yesterday, today, and tomorrow. And for shopping you should be able to ask "How much?" As soon as you learn that, find out how to say "Too much!" in a firm voice. It helps.

That's enough for a beginning. Anyone can learn that much in a few hours, and once you have the basic phrases, it's surprising how quickly you pick up other bits and pieces. It's fun, and people love it.

There's another piece of advice. Franc and I always give our friends who are planning a trip abroad. Dare to be a tourist! Don't be embarrassed to carry a camera or two wherever you go. When you see something you want to remember, take a picture. If you don't understand something, ask for an explanation. And for heaven's sake, see the tourist sights in the cities you visit. Take conducted tours—all you have time for—everywhere you go. You'll get a better picture of the city in less time than you could traveling on your own. After you've done that, you can concentrate on your own particular interests. But deliver me from the too-smart-to-be-interested people who come back home bragging, "Oh, but my dear, we never went to a single place where *tourists* go. We found the quaintest little bistro where only the natives eat, and we really got the *feel* of the

place." Chances are all they got was indigestion!

The best way we've found to get to know a city is to walk the streets. Spend a day or two just wandering. Get a good map—you'll probably get lost anyway, but a map gives you something to do while you *are* lost—and start walking. Window shop. Go to the fruit and vegetable markets. Compare prices with things you're familiar with at home. Walk through the department stores and the dress shops and the fish market. If you find something you want, buy it. Even if you don't you'll learn a lot about how people live.

It's fun, too, to try to find someone in your own line of business. Many countries have official tourist agencies which make a point of introducing doctors to doctors, real-estate men to real-estate men, and so on. You'll enjoy comparing notes on the differences, and the similarities, of your own profession in different countries. The local Rotary Club, incidentally, is a wonderful place to find your native counterpart.

Above all, be interested in people and what they are doing. I've asked noodle makers in China, leather workers in Morocco, woodcarvers in Switzerland, silver-filigree artists in India, and caviar canners in Iran to explain their jobs and demonstrate their skills. I've never had a turndown.



In Iran His Majesty the Shah takes Franc Shor for a spin in his British sports car. . . . In Afghanistan Jean gets acquainted with musicians of a concert orchestra in the capital city, Kabul. She taught them *The Eyes of Texas*, which "they picked up very quickly," she reports.



Photos: Courtesy National Geographic Magazine

# Smooth Your Way Yourself

**GOING** abroad this year? If so, your trip can be a smooth adventure or a rough ordeal. It depends fairly largely on how well you prepare for it. Tickets, passport, visas, baggage transfer, reservations—you expect your travel agent to take care of all that?

He will! He will take care of these things and many others with a thoroughness that prompted one traveller to remark recently, "There's no challenge to travel anymore. The agencies have removed it." While it is true that travel agencies free you almost wholly from concern over the mechanics of travel, still their expert services leave many things for you to do for yourself, both before you depart and en route. Here are some of them:

## Your Currency

Carry it in traveller's checks purchased before you leave. Also, purchase from your home-town bank a small amount (\$5 to \$10) of the currency of the country you will visit—for taxi fares, tips, and other expenses you'll have before cashing your traveller's checks. At frontier points where a declaration of all moneys is required, declare every franc, mark, peso, lira, dollar, etc., you have.

## Your Baggage

Keep it to a minimum and insure it. In packing your baggage, make customs inspection easy by keeping together articles acquired abroad. To travel "light" upon reaching the country of your destination, you can

store your steamer trunks and extra suitcases at a port.

## Your Clothing

What to pack depends largely upon where you are going and when. Whatever your itinerary, you can make your travels easier by taking clothing of nylon, soft silk, and colors that won't show soil. Suits and dresses that lose their wrinkles by an overnight "hanging out" are indispensable. If you are sailing on one of the larger liners, evening clothes are usually worn on first-class crossings. If you wear glasses, carry two pairs. Leave your valuable gems at home. Be kind to your feet by taking comfortable shoes.



## Your Toiletries

Unless you are headed for the Himalayan foothills, Brazil's deepest interior, or polar wastelands, you'll be able to buy razor blades, soap, cosmetics, tooth brushes and paste, and other toiletries as you travel. So . . . don't crowd your bags with them.

## Your Camera

You'll be tripping the shutter a lot, so carry an ample supply of film. Many countries stock it in quantity, but many don't. If your camera is an imported type, register it with customs when you leave your home country.

## Your Transportation Schedules

When you receive bus, flight, rail, and ship information at the start of your trip, it is based on the latest schedules available. But timetables

change, so verify yours at each city you visit. If they are European cities, become accustomed to the 24-hour system that doesn't use A.M. and P.M. Midnight is 24.00; one minute after midnight is 00.01; noon is 12.00; 6 P.M. is 18.00; and so on.

## Your Electric Razor

To use an electric razor or iron in Britain or on the Continent, take along a converter. Sockets there differ in size, shape, and voltage.

## Your Shopping

You'll shop abroad for souvenirs and gifts. Or, more certainly, your Mrs. will. To avoid wasting time, check the shopping hours in each city. In Europe, stores are usually open in the evening. (Note to husbands: remind your wives that air lines have a weight allowance.)

## Your Kilometer Problem

In many countries, especially in Continental Europe, you'll find distances expressed in kilometers. To convert into miles, simply multiply by five and divide by eight.

## Your Hours in Customs

Make it easy for the customs officer and yourself by keeping a record of what you buy and the cost of each item. Keep your sales slips in case a price must be verified. Articles which you mail or ship to yourself at home must show on your declaration. Before you buy such items as tobacco or perfume, check on customs regulations.



They've all been happy to tell me about themselves and show me just how they work. And most of them have taken Franc and me home for dinner and introduced us to their families. Remember that most people think that what they do for a living is pretty important. It certainly is to *them*! And when they find that someone from thousands of miles away is interested enough to ask questions, it pleases them. It doesn't make them like your country any

less, either, and that's important to you.

I mentioned the value of a smile before. There are few places where it will do you more good—or be harder to produce—than at the customs counter when you arrive in a country. You'll be tired from your trip, so will everyone else, and I've never seen a customs office that wasn't a real bedlam. You'll have been standing

in line, probably, to get your passport stamped and your health certificate examined. The temptation, by the time the examiner gets to you and asks you to open a bag, will be to snap at him. Resist it.

Franc and I have a simple system. We line our bags (and we usually travel with 15 or 20) on the counter, unlock them all, and open them. Then we stand patiently (well, we *look* patient, anyhow) until the examiner gets there. He [Continued on page 64]

A CLUB-INTERNATIONAL SERVICE FEATURE

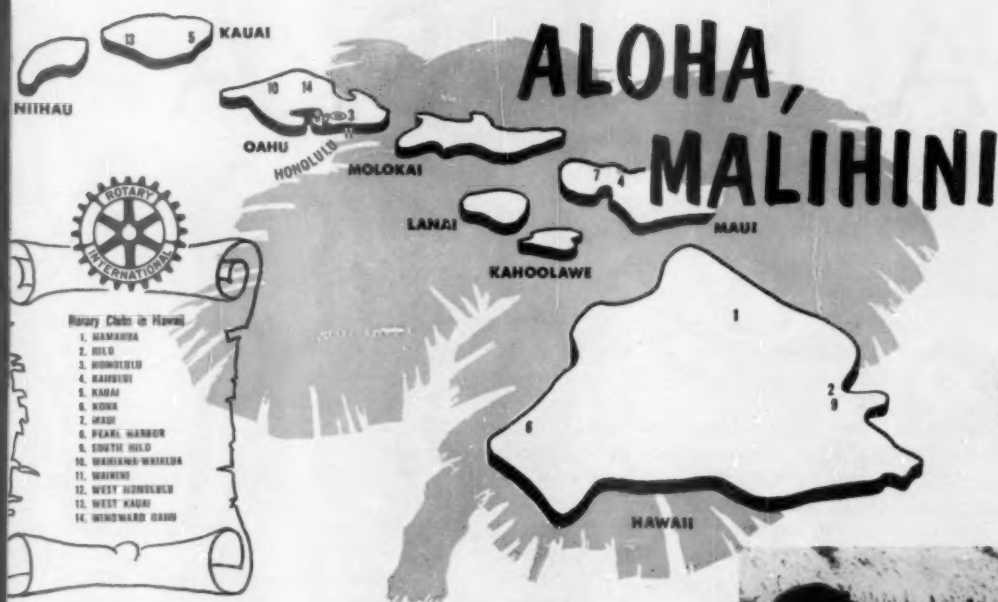




*Dr. John Frank Honiss, of Rochester, N. Y., is making up today at the Rotary Club of Honolulu, and Duke Kahanamoku, famed Olympic swimmer and member of the Fellowship Committee, has led him down*

*to Waikiki beach for a picture with Miss Aloha Rotary—Kauai Barrett. Prints go to Ralph's Club and home newspaper. Rotary visitors who stay two weeks or more join the Hui Malihini, get distinctive badges.*





**I**N THE fragrant isles of Hawaii out in the mid-Pacific aloha means "welcome," "glad to see you," "come again," "farewell," and some other things. And malihini means "newcomer." For all the 100,000 people of the earth who visit Hawaii each year, there's a warm aloha from the 500,000 people of a score of races who live happily together on this lovely bit of U. S. soil. But nowhere, probably, is the welcome warmer than in the Rotary Club of Honolulu—a 41-year-old organization of 224 men who, sharing a good thing, have helped plant 13 other Rotary Clubs on the eight islands of their group. Maybe you have tasted the Honolulu Rotary welcome. Yes? Then you will remember well the smiling men in orange leis who met you at the Queen's Surf, enrolled you in the Hui Malihini or newcomers club, led you down to the water's edge for a picture with Miss Aloha Rotary and for luncheon, introduced you all around—and then practically put themselves and their cars at your disposal for all your happy days in the islands. Remember? These pictures may bring it all back . . . and may help to explain how an island of Rotary far separated from all other Rotary can yet have some of the finest fellowship on the globe. Aloha!

To the Rotarian from farthest away an outrigger canoe epitomizing the craft that brought Hawaiians to Hawaii. The recipient is Ragnar Ohlson, of Ostersund, Sweden. The presenter is Jack Fischbeck, manager of the Royal Hawaiian.



For every malihini the personal welcome of the Club's President during the luncheon. The visitor here is Arao Imamura, of Osaka, Japan; the welcomer, Leonard Bayer, Honolulu's 1955-56 chief.

The malihinis line up to introduce themselves during luncheon.



Photos: Stoy

# CANADA

*A westward journey across this big, beautiful, but still 'certainly unknown' country.*

**W**HILE swarms of Americans cross the border every Summer, few of them ever see Canada. Of the 16 million Canadians only a handful have ever taken a real look at their own country.

More than a dozen years ago I took such a look, entitled the resulting report *The Unknown Country*, and was widely suspected of disparaging Canada's knowledge of itself. Nevertheless, it is still the Unknown Country today even though it supports a huge travel industry, a magnificent transportation system, and some world-famous holiday resorts.

It is especially unknown in its many-sided character, its odd bent of mind, its inner nature—in what writers at loss for a word usually call a nation's dream.

I am not referring here, however, to such metaphysical speculations; nor to the economic facts of Canada's industrial revolution and its population growth, probably the most rapid in the world, its certain destiny as a major world power, its vital importance—economically, politically, and militarily—to the United States. I am referring only to plain physical facts.

Canada is unknown, except to a very few North Americans, as a countryside, a sweep of landscape, a substantial chunk of this planet.

The main roads are known, the big towns, the familiar scenes pictured in the tourist advertising, but all these things put together provide no true

picture of half a continent. Out of context they are apt to be quite misleading—as a Canadian might judge the sprawling substance of the United States by lumping together his impressions of New York night life, a day in Washington, a Southern dinner in New Orleans, and perhaps a visit to some gambling casino in Nevada or a moving-picture studio in Hollywood.

If you wish to know Canada whole, you might begin your research on a Newfoundland cliff, toward the last days of Spring, when most of America is in full blossom. Six thousand miles of this ragged island shoreline are blocked with ice. The fishing villages cling like monstrous birds' nests to the naked rocks, shivering in a gale from the North Atlantic. The fishermen wait patiently for the wind to change while the harbor of St. John's lies like a bathtub of white porcelain full of toy ships and the jewel box of Conception Bay glistens with emeralds the size of business blocks.

Then, as the ice disappears overnight, you will awake one morning to watch Summer burst like an explosion upon Canada's newest Province and the oldest white man's land in America north of Spanish Florida. Inland you will stumble on the purple moors of Hardy's England, some detached fragments of Wuthering Heights, and some of the finest sport fishing on earth.

Cross the Gulf of St. Lawrence and you will find

Not the least of Canada's countless blessings is Bruce Hutchison himself. A reporter, editor, and author once described as "incapable of writing a bad paragraph," he has used his powerful prose to help bind together the splintered communities of Canada and to make the whole clearer to people beyond his borders. His books *The Unknown Country*, *The Fraser*, and *The Incredible Canadian* and his many magazine and newspaper stories have had a wide reading at home and abroad and have won him such honors as the Governor General's Award. Readers will recall his two previous articles in this Magazine and his address to the 1954 Convention of Rotary International in Seattle, Washington. Born in Prescott, Ontario, Mr. Hutchison grew up in Victoria, British Columbia, where you find him today at the desk of the editor of the *Times*, a spot he has filled since 1938. He is at work on a new book scheduled for publication this year.—*The Editors*.



By **BRUCE HUTCHISON**



Map by Bill Neebe

another island, another Province, a separate continent in miniature, moored close to the mainland but alien to America in look, temperament, and method of life.

Canadians call it Prince Edward Island. The natives, dismissing all others as beneath their notice, call it The Island, and they have cultivated, pampered, and tonsured every yard of it until the neat squares of terra-cotta soil, the green fields in geometrical pattern, the endless miles of sunny beaches, the farm houses of white clapboard, and the genial stone grin of Charlottetown present a valentine of some 2,000 square miles.

Or watch the sun leap out of the Atlantic, blaze across Bedford Basin as down a shiny gun barrel, and rouge the granite jungle, the Georgian domes, and Gothic towers of Halifax—then you will see a still older side of Canada and the home of a separate breed called the Maritimers.

Halifax is an odd civic masterpiece, but it is no more Nova Scotia than New York City is New York State. Follow the serrated shore of a peninsula hanging like a door knocker from the continental mainland and you will discover the dunes of Sussex, the

fishing coves of Devon, and in Lunenburg harbor, some moonlit night, a schooner just back from Treasure Island.

Nova Scotia's seascapes and pastoral scenery—soft, wistful, purely feminine—must calm and delay the most hurried vacationist, but I find the ghosts and eccentrics even more interesting. Why, I dined not long ago, in a haunted inn, hard by the home of Longfellow's Evangeline, with Captain John Silver disguised as a lawful skipper from the Bay of Fundy. On Cape Breton Island, the center of Nova Scotia's coal and steel industries, I have heard Canadian miners, with crimson Scottish faces baked at Bannockburn, singing their fathers' songs in Gaelic and still beholding in dreams the lost Hebrides of their ancestors.

New Brunswick lies only a few miles away, across the incredible tides of Fundy (a rise and drop of nearly 50 feet), but Fundy divides not merely two Provinces but, you might almost say, two worlds.

A few rich American anglers know New Brunswick's rivers as the home of incomparable salmon. Not many Americans, or Canadians either, know it as one of the world's most successful experiments in



racial coöperation—an old English-speaking community, first populated by refugees from the American Revolution, now almost half French by origin yet totally Canadian. The extraordinary process in flow here will not be apparent to the casual visitor, since it moves like a calm, unruffled river, but the great Saint John River is a spectacle as obvious, and lovely, as the Rhine. The forests will remind you of neighboring Maine, the villages of Vermont, and Fredericton, its old-fashioned spires piercing a roof of solid foliage, must look like Boston in Sam Adams' day.

From Saint John at the mouth of the river, a city of gray stone evidently moved intact from the West Coast of Scotland, one drives northward to the Bay of Chaleur, winds along the sheer precipice of Gaspé where Cartier planted the first Christian cross, and enters Canada.

If he has timed his journey aright, the motorist will swing around a curve on that dizzy road and confront a few yards from shore and glowing like rusted steel in the sunset, that colossal sculptured image of a foundered ship called Percé Rock.

**T**HIS is Gaspé and French Canada. It is not Quebec, except by political definition. You reach Quebec only when you round the corner of the continent and approach its main gateway, the St. Lawrence.

Too much nonsense has been written about the quaint and backward peasantry of Quebec to be answered here, but the traveller will soon see for himself—in busy manufacturing towns, paper mills by the river, hydro dams, mines and factories—that Quebec is one of America's leading industrial areas, its people mainly urban, its whole life changed by the Canadian economic revolution.

Still, the old Quebec of the legends and picture books remains. You will come upon it of a sudden in the twisted streets of Quebec City (more truly French, I think, and certainly more ancient-looking than any city of France) or, even more clearly, in a village little altered these 300 years. And everywhere, of course, you will hear the old music of France in its language.

An hour's drive or less will take you out of a forgotten century into Montreal, one of the great modern cities of America, the second French city of the world, physically an island in the St. Lawrence, spiritually an island in Canada's life.

That contrast is startling enough to make any Canadian realize that he knows little about his country. The foreigner crossing the Ottawa River into Ontario must almost think he has crossed an international boundary more visible and startling than the 49th parallel. He cannot be expected to understand the deep, invisible bonds uniting a dual Canadian society, but he will see that everything in Quebec and Ontario sounds and looks different—the language, the architecture, the people, even the land, since it has been laid out, cultivated, and managed by two races and two traditions.

In Quebec he has seen the villages of France. In Ontario he sees the villages of England or, more accurately, of New England, whence came the first settlers in exile from the infant republic and, in the

midst of them, the corpulent and spreading body of Toronto outwardly indistinguishable from any American city.

This is English-speaking Canada but it is called Ontario only for convenience and the purposes of provincial government. At least half a dozen separate zones of geography, climate, and life are crammed here into a single Province.

There is the old Ontario of the river where some of the early settlers' leafy towns will soon be drowned by the St. Lawrence Seaway; the Ontario of the Niagara Peninsula, yesterday a single orchard, now a minor industrial Ruhr; the Ontario of the Ottawa Valley announced for miles around by the thin spires of the nation's capital and the music of its carillon bells pealing through the dark Laurentian hills; the Ontario of fat farms to the edge of the Precambrian Shield; the Ontario of rounded glacial rocks, lakes innumerable, furious rivers, and lonely mining towns, that rolls northward to the Arctic.

You can find almost any kind of scenery, game, amusement, or holiday resort you want in Ontario and this embarrassment of riches unhappily deters most travellers from the leap across the Shield into the central plain of Canada.

Foreigners and Canadians alike usually regard the three prairie Provinces of Manitoba, Saskatchewan, and Alberta as a wheat field punctured here and there by an oil drill. In fact, only their southern edge is prairie. The plains soon merge into a black spruce forest spangled with lakes full of fish and, westward, suddenly surge up into the jumbled foothills and the jagged continental spine.

**S**ITTING by my camp fire in the high Rockies last Autumn, I thought I could see, as on a map or economist's diagram, the whole process now changing the life and the landscape of Canada. Around me stood the mountains more unreal than any photograph; half a mile beneath me lay the foothills and the great cattle ranches; beyond them the checkered yellow floor of the grain land; and, in the midst of this familiar Canada, the towers of the new oil industry rose like black exclamation marks of amazement—amazement at a national transformation now turning a pioneer country into one of the earth's richest areas of industry.

From the Rockies I rode on horseback across the great divide of America into that rich agglomerate called British Columbia. Though I had spent a lifetime seeking out the secrets hidden behind its ranges and lost beside many an inland sea and demented river, still I did not know it.

When a man may pick roses in a Vancouver garden and ski on Summer snow within half an hour, drive in one day through the rank Pacific jungle and across the dry belt of bunch grass and sage, watch a liner inbound from Japan at noon and camp in an alpine meadow that night, obviously British Columbia is too big, splintered, and chaotic for a single lifetime of exploration.

Thus at the end of my long journey across it, with more than 15,000 miles on my speedometer, I decided that the nation, considered whole, is probably unknowable, certainly unknown.



ONCE in a long time your reviewer finds a new book which he likes so positively that he wishes every reader of this department could share his pleasure. This month, in assembling a group of new volumes that deal with travel in various ways, I have found such a book. It is *Autumn Across America*, by Edwin Way Teale.

The gray end papers of this book show a map of the United States; and across this map, from Cape Cod to Point Reyes on the Pacific, is drawn a red line, with many turnings and branchings and curious doublings on itself: the route of a 20,000-mile journey taken by Edwin Way Teale and his wife through the American Autumn. Marked along the route are some of the high lights of their experience: "swallow clouds" at Cape May, Hawk Mountain in Pennsylvania, "butterflies in the wind" at Point Pelee on Lake Erie, "warbler river" in the upper extremity of Michigan's lower peninsula, "the great flyway" at Dubuque on the Mississippi, "badlands by moonlight" in South Dakota, "our million duck day" near Salt Lake City, "otter surf" at the journey's end.

Few of us can match the Teales' journey in its entirety in our own experience, but all of us can share its wonders and adventures through the magic of these pages, and many of us can duplicate some portions of it—with our eyes opened and our interest quickened by what Teale teaches us to see.

Teale is a naturalist, with all the true naturalist's curiosity and wide-ranging sympathy. He is also a writer of genuine distinction, who has attained in this volume his finest achievement thus far. The excellence of his writing lies in his ability "above all, to make you see," in Conrad's phrase. Opening the book literally at random, I come upon these sentences—a part of the account of the Craters of the Moon National Monument area in south central Idaho:

All across the black, wind-buffed expanse to the west—shot through with the iridescent, metallic glintings of the lava beneath—was a streaming sea of silken threads. A vast multitude of ballooning spiderlings had come to earth in this forbidding place. Across thousands upon thousands of acres the silver of the Autumn gossamer was streaming in the wind, catching the low rays of the sun, shimmering and flickering in constant

*Vacation dreaming? Here is some reading for extra inspiration.*

By JOHN T. FREDERICK

motion—the ephemeral silk of a few days' duration bringing its delicate beauty to the hard, enduring, centuries-old face of the lava.

On the South Branch of the Au Sable, near Roscommon in Michigan, Teale notes "one half-submerged granite rock, black and wet, mottled with brilliant splashes of yellow where the currents had plastered birch leaves all over its upstream surface." Driving southward on U. S. Highway 83 from Bismarck in North Dakota to Pierre in South Dakota, paralleling the Missouri River, the Teales "overtook long, straggling, southward-drifting flocks of crows. One, like a skein of wind-blown smoke, was strung out for more than a mile. A whole flock had landed across one hillside, and at another place the black birds of passage were crowding around a water hole to drink."

They are the little things that give travel its most abiding value—the personal and incidental experiences that can't be scheduled, that depend on the alertness and sensitiveness of the traveller for their occurrence. It is fine to see famous buildings, works of art, waterfalls, and mountain peaks. But most of us find that we treasure most from a journey the intimate, perhaps trivial things that are ours alone: driving through clouds on the Blue Ridge and

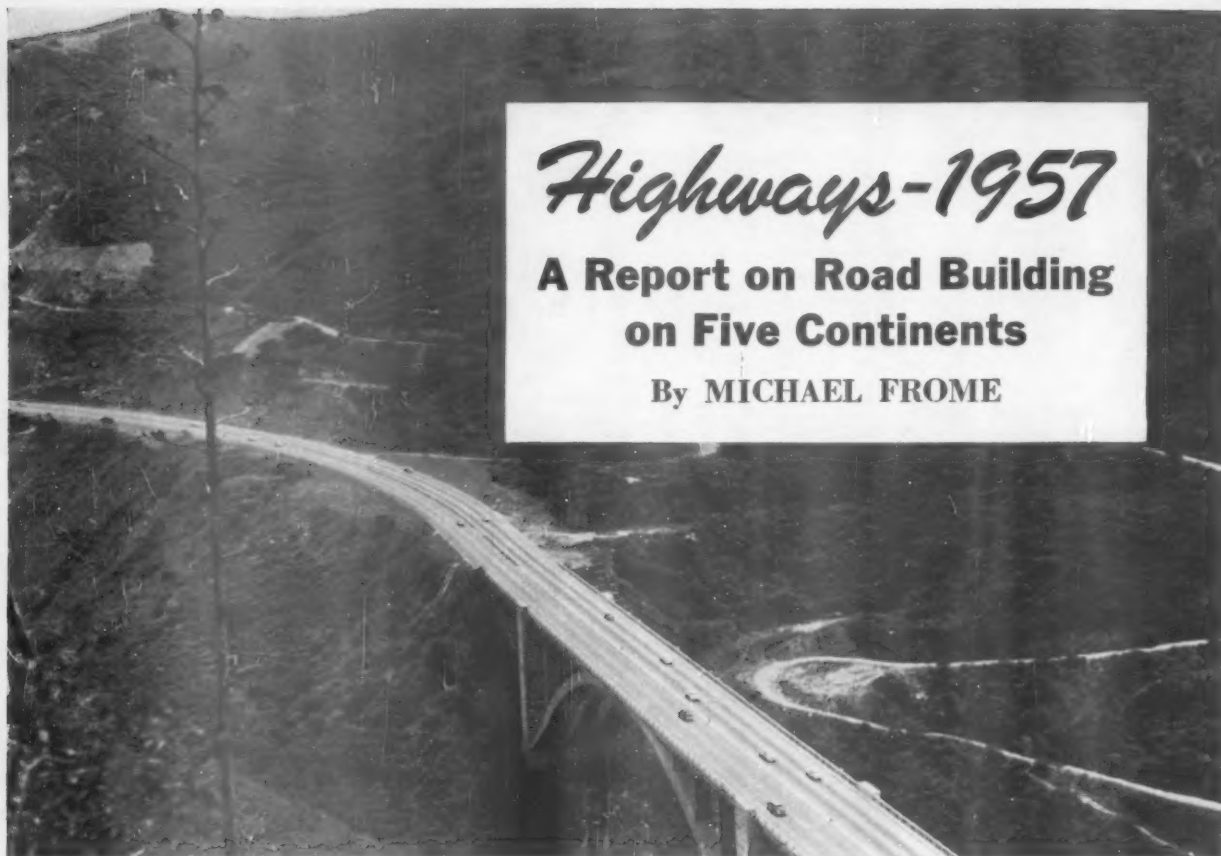
a sudden green valley, the fragrance of crackling cedar in the adobe fireplace on a cold morning at Santa Fe. It is the great virtue of Teale's book that it is rich in these things. They make the experience, page by page, our own. At the same time they broaden and sharpen our sense of what travel can mean, can be: a double reward for reading.

By "travel books" we're likely to mean, in part at least, books designed for the use of travellers, books of practical information and advice; and in this field the bookstores now offer some especially good ones. Very close to the ideal for such a book, it seems to me, is Bradley Smith's *Escape to the West Indies*. With its thoroughly factual but at the same time personal and informal account of each of the islands of the Caribbean, and its more than 100 photographs—all by the author, and every one interesting—this book wins my hearty approval. One of its strong points is the [Continued on page 60]



A view of the "White Dove of the Desert," a mission in Tucson, Ariz. It appears in *How to Enjoy Your Western Vacations*, Kent Ruth's new book.

Steeply inclined, narrow streets are common in St. George's on Grenada Island. This photo is from Bradley Smith's *Escape to the West Indies*.



# Highways-1957

## A Report on Road Building on Five Continents

By MICHAEL FROME

Photo: PAA

*This superhighway linking Caracas and Maiquetia, Venezuela, is one of the world's most costly roads—5 million dollars a mile.*

**I**N THE PRIMITIVE reaches of Guatemala I recently drove over what surely must be one of the world's roughest roads. Rocky and rugged, it winds around one mountain precipice after another between Coban and El Estor on the shores of Lake Izabel. Principally, this tortuous route is used by heavy trucks hauling lead and zinc from the mines at Coban to boats, which in turn cross the lake and the Rio Dolce to Puerto Barrios, where the cargo is reloaded for export.

But if the road was on the primitive side, so was the country through which it passed. It was beyond the touch of electricity. The villages mostly were of thatched huts. Spanish was hardly spoken, often not understood by the native Indians. Aside from the trucks, the only motorized transportation was an old bus—and I don't think it ran every day.

I wondered about this highway,

such as it was, and its prospects. If it were improved, would this region and its people benefit? What effect might it have on Guatemala generally? One question led to another, and in time I found myself curious, and learning, about the road problem the world over.

It proves to be a remarkable picture. Never in history, as I discovered, has there been such a road-building boom. There is hardly a nation untouched, either by today's vast construction or by the promise of tomorrow's golden era in transportation. Discount the multibillion-dollar highway program in the United States: the U. S. has been a motorized nation for years. But in other places, where deserts, mountains, and jungles have been crossed only by horse or camel or canoe—or not at all—roads are being built now for cars and trucks.

The achievements of the road

builders are dramatic and exciting. They are tackling rugged terrain, invading corners of Nature's domain which for centuries were thought impassable, and every day they are scoring triumphs.

The important victory is not in man's conquest of his surroundings, but in the inevitable impact on people. "Better roads mean a new, fuller way of life," Eduardo Dibos, of Lima, Peru, a lifelong champion of highway transportation and a Past District Governor of Rotary International, told me in Latin America. A businessman, former Mayor of Lima, president of the Automobile Club of Peru, Eduardo Dibos is a director of the International Road Federation, which is responsible to a large degree for the new attention being directed to the world's highway needs.

"See what has happened in the United States," says Mr. Dibos, elaborating his thesis. "Your coun-

try, with no greater resources than many other lands, has been able to create more wealth, and spread it more widely among the people, than any other nation on earth. The motor vehicle, in fact, has become a symbol for the wide gap between living standards of the average family in the United States and other lands.

"Today the entire world realizes that highways and automotive transportation provide the most complete method ever devised for moving products of farms, mines, forests, and factories to where they are needed the most at the lowest possible cost."

Contrasts in cost are amazing. The average ton-mile cost of carrying goods on a human head is estimated at 88 cents, but it is less by oxcart (68 cents) and pack animal (20 cents) and cheapest of all by truck on paved roads (10 cents). In the interior of Guatemala and Panama it is far more expensive to move merchandise by oxcart (\$1 per ton-mile) than by truck (12 to 22 cents) when it can be used. In Brazil, which is larger than the United States, there are only 1,000

miles of paved road. Thus, Brazilian coastal cities must import coal from England, even though there are coal deposits 500 miles in the interior. In La Paz, Bolivia, rice imported from abroad sells for less than rice grown 100 miles distant. Why? The home-grown rice must first be transported by saddleback, on llamas, then on carts, and finally on road for the last 30 miles to La Paz. That makes it expensive.

On the other hand, there are far more examples these days of progress and change. In 1956 all the countries of the world, excluding the United States, were to spend in the neighborhood of 4 billion dollars for new roads, far more than ever before. Based on their present long-range planning and popular support for highway development, the total expenditure likely will grow many-fold in the next few years.

In Asia, for example, India in 1955 spent 100 million dollars building 7,200 miles of road. This is part of a ten-year program, started in 1951, which will include a 600-mile link between Delhi and Bombay, 270 miles between Calcutta and Siliguri, and 200 miles from Ahmedabad to Kandla. Fully 5 percent of the national budget is spent on roads. The neighboring kingdom of Nepal, meanwhile, has completed its first highway access to the outside world, and is now planning to open four additional routes, all more than 200 miles, in the next seven years.

Turkey, in the Middle East, has become one of the world's road-building leaders. In 1948 her national highway expenditure was less than 10 million dollars; in

1956 it reached 119 million dollars. Consequently, travel time between cities has been reduced by as much as 50 percent. And where it cost 13 cents per ton-mile to move merchandise in 1948, the cost has been reduced to 6 cents.

In Africa, Egypt recently revised its long-range highway planning, raising to 250 million dollars the amount it will spend in the next ten years. The Belgian Congo has two major highways presently in construction at a cost of \$10,800,000: Kindu to Kalima, 111 kilometers; and Thysville-Kasan-

gulu, 108 kilometers. The Congo is at the halfway point of a ten-year program in which 3,000 miles of road will be built.

The highway map of Europe is being markedly reshaped. Western Germany, which after the United States and Canada is allocating the greatest amount of money for highways, will add 900 miles to its famed *Autobahn* system in the next decade. The cost: 1½ billion dollars. France, where in the past five years highway traffic has doubled, is undertaking an expressway program of nearly a billion dollars. Through routes will link Paris with Lyon, Belgium, the Normandy Coast, and Chartres; Metz will be linked with Saarbrücken, Nancy with Thionville, and Frejus with Nice. In Switzerland, a 350-million-dollar east-west expressway will extend from Geneva at the French border to St. Margrethen at the Austrian frontier, while two north-south links will run from Basle and Zurich to Lucerne, to be continued later over the St. Gotthard Mountain south to Italy.

Italy is doing more in road building than at any time since the days of the Roman Empire. The 400-mile "Sunshine Highway" running from Naples north to Milan will cost 300 million dollars; it will be part of an 1,800-kilometer network connecting all the principal parts of the country.

Work in the Western Hemisphere is as spectacular as anywhere in the world. The Trans-Canada Highway, stretching 5,000 miles from [Continued on page 54]

Photo: Fennia-Kuva



The growing global network of roads reaches out in all directions. Here in Finland (above) a road is cut with pick and shovel in the absence of modern road-building machinery. . . . An automobile (right) crosses a low point on the main road between Nairobi and Mombasa, Kenya, with the aid of a tow rope and human muscle.







*Gabled buildings in Willemstad, capital of Curacao, remind the traveller of the island's ties with The Netherlands. This shopping district is called the Punda.*

*Fraternity Park, one of three parks in Havana joined by The Prado.*



*Photos: (top left) Lanka from PIX; (top right) Pan American World Airways; (above) Veit from PIX; (right) Hamilton Wright*



*Turbanned and bejeweled, this Martinique miss display colorful attire common in the French West Indie*

*Twin 26-story skyscrapers rise above Avenida Bolivar in booming Caracas, Venezuela. This country has a 2,000-mile coast on the Caribbe*







Sketches by  
Willard Arnold

# Caribbean Treasure

**D**ISCOVERED by Columbus on his first voyage to the New World, the Caribbean Sea was for centuries before the opening of the Panama Canal the busiest shipping route in the Western Hemisphere. Across its waters, as blue as any in the world, sailed treasures worth a king's ransom, first in Spanish merchant ships, later in British vessels. But always there were plunderers, the pirates who preyed on the galleons and fortified settlements of the Spanish Main. Their booty—silver and gold, gems and rich tapestries—was divided at meetings in hidden bays of the uncharted islands of this fabled sea.

Today sleek liners make hundreds of port calls annually at these once hidden bays of Cuba, Haiti, Puerto Rico, Jamaica, and other islands of the Antilles. They bring new treasure seekers, but of a different kind, for these seek such treasures as the beauty of palms in the moonlight, the excitement of spear fishing, the pleasure of meeting friendly people of different lands. In Havana, Cuba, the "Pearl of the Antilles," Rotarians will gather, next November 17-20, for the Caribbean-Gulf of Mexico Regional Conference. They will dig for, and find in abundance, that universal treasure: good Rotary fellowship and better human understanding.

—ROBERT A. PLACEK

*In narrow Costa Rica, only 74 miles wide at one point, color abounds not only in the flower gardens, but on wheels of ox carts. Its chief port is Limón on the Caribbean.*

Photo: Pan American  
World Airways

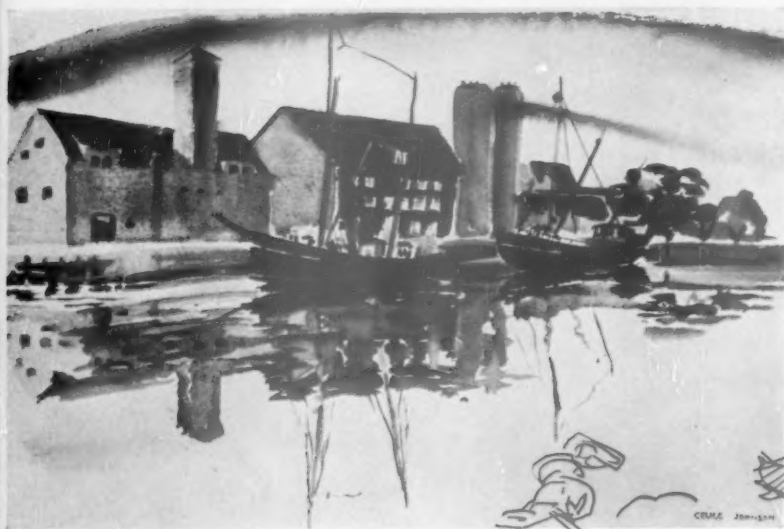
*Sojourners in Mexico find El Castillo, a 90-foot-high pyramid in Yucatan, among the wonders of Mayan architecture.*



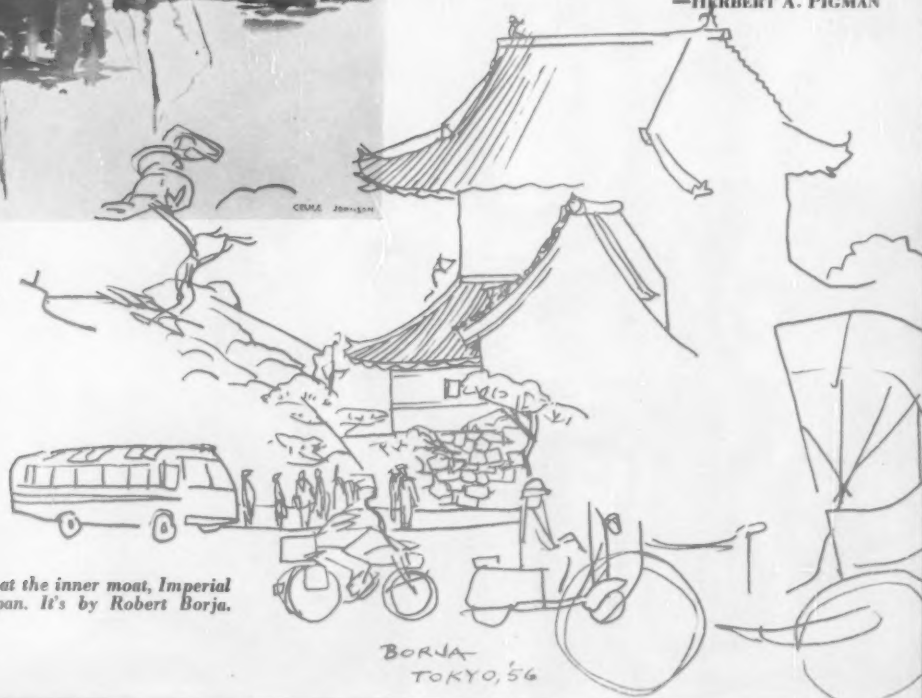
# Pack a Sketchbook



Artist Cecile Johnson captured the quiet atmosphere of this outdoor cafe in Sweden's capital city and titled the water color *Coffee Time in Stockholm*.



Artist Johnson's impression of the water front in Visby, a port city of Gotland Island—another water color.



A pen line sketch of sight-seers at the inner moat, Imperial Palace Grounds in Tokyo, Japan. It's by Robert Borja.

**Y**OU'LL take your camera, of course. Practically every modern traveller does and should. But why not also take along a sketchbook? "Me?" you snort. "I, who can't draw a straight line . . . take a sketchbook? Why?"

Why, for fun, for self-expression, for the record! It could be that a few squiggles you made during lunch in Heidelberg, Helsinki, or Hong Kong will prove to be your most cherished souvenir of those moments.

Getting interested? A 5-by-7-inch sketchbook (medium textured paper) and a soft-leaded pencil or ball-point pen will equip you. For more finished work, pack a 9-by-12-inch pad, and for tone add two small pans of lamp black and Chinese white. For color, a set of colored pencils will do nicely, but a students' water-color set is inexpensive and compact (handy sized brushes are Nos. 1 and 5). A kneaded eraser is a must too. Put these small articles (the total cost will be only \$2 or \$3) into a plastic pencil pouch, slip the pad in your pocket—and take off, remembering that a drawing is a personal point of view. Don't be inhibited or discouraged by amateurish results.

You can of course get many books on sketching . . . and you can see how the professional artists represented on these pages go about it. Each of these is an on-the-spot drawing by a person who at one time couldn't draw a straight line either and just possibly can't now. Happy limnings!

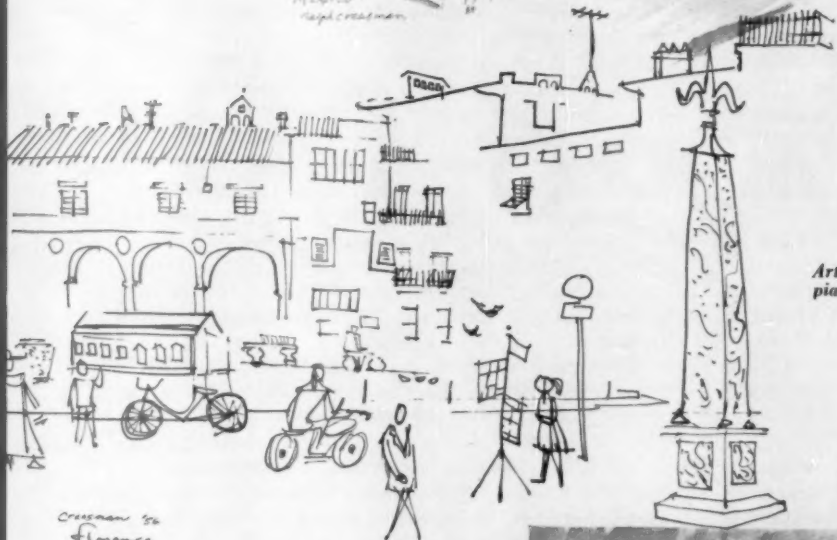
—HERBERT A. PICMAN

BORJA  
TOKYO, '56



*Mexico—  
Ralph Creasman*

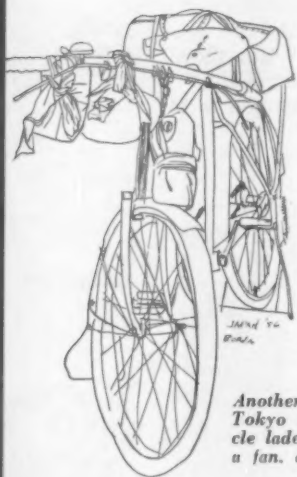
**A busy thoroughfare and buildings, Taxco de Alarcón, Mexico, by Artist Ralph Creasman.**



**Artist Creasman's pen-and-ink view of a piazza in the city of Florence, Italy.**

*Creasman's  
Florence*

**A small clearing near San José, Mindoro, The Philippines—Willard Arnold, artist.**

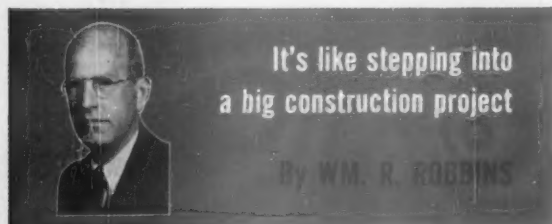


**Another Borja sketch of Tokyo sights—a bicycle laden with lunches, a fan, and a tool box.**





# A Rotary Family Tour



**I**N OUR 29 days in the U.S.S.R., we found we had at least one thing in common with the Russians. They were as completely unable to visualize the freedom and standard of living we take for granted as we were to understand their lack of freedom.

A man who has never had freedom of speech or seen a free election cannot grasp their meaning. We thought we were making them clear in a two-hour discussion with a college graduate until he said, "Tell me now, in your country what would happen to you if you publicly criticized your President?" ... "Free elections? We have them. The party chooses one man and we are all free to vote for him. Why should there be more than one candidate—there is no difference of opinion." That is freedom Soviet style.

Most of the people we met know a surprising lot about the history, geography, politics, and production of the United States. They know the statistics but they cannot focus the picture. A university professor was interested in American homes. He had heard we build about a million each year. We described our homes and communities in detail. "But," he added, "you did not mention public bath houses." He could not imagine a bathroom in each house.

An office worker turned covertly to an automatic washing machine advertisement in an American magazine given to her by a tourist (in violation of law, as the only foreign literature allowed is scientific

and engineering publications screened by a special bureau). "Do you really have such machines or are they just planned for the future?" she asked almost pleadingly. A cheaply built, half-size washer without a wringer would cost her a month's salary.

The only Western products we saw were a goodly number of heavy machines in factories "which you sent us to help you fight

the Nazis. We were allies then." Bidding at the world's largest fur auction in Leningrad, however, was being conducted in dollars.

American Embassy cars always draw a crowd when parked on Moscow streets. A teen-age boy, who spoke some English, spotted me at the edge of one such group, and when I said I owned a car of the same make the questions flew. "How much horsepower? How fast? Is it really a V8? What does it cost?" It was a medium-priced car and the specifications not only exceeded their best but the price was less than the cheapest Russian car. A little four-seater costs a skilled worker 20 months' wages. Then he would have to pay cash with his order and wait 12 to 18 months for delivery—and drive it over dirt roads if he ventured far from any city.

"Does your family own an automobile?" one of our interpreters asked, with an air of setting at rest a rumor. The conversation ended when we replied that we own three.

Citing statistics that this nation of 200 million made only 115,000 cars last year, or reminding ourselves that a country scientifically advanced in nuclear achievements has no paved roads between major cities still does not tell the story of how the welfare of the people has been subverted to strengthen the State. This may make it clearer: On a Sunday afternoon we attended a football game in Odessa. Though it drew 60,000 spectators, we had no trouble finding our car after the game. There were 12 cars outside the only entrance. There are no parking lots in Russia.

The first and everlasting impression of Russia is one of poverty and depression. While there is apparently no real hunger and everyone has adequate clothes and a roof over his head, the over-all scene is one of existence rather than enjoyment. One cannot help comparing the poorly tended and often unfertile fields of the collective farms with the verdant and efficient appearance of the privately owned European farms. Even fairly new buildings have a run-down look. This was explained when we learned that a low priority is assigned to the quality of labor, materials, and methods in the construction of all but factory and some State buildings. Maintenance is simply ignored in the push for expansion.

A second and also enduring impression is that Russia is one big construction project—streets torn up for new utilities and even new subways, with block after block of new five- to 12-story apartment buildings under construction. Industrial centers like Stalingrad are building large new factories and almost every factory we visited had an addition under way. Endless streams of trucks, all painted the same monotonous olive green, heighten the effect.

The people in this "classless" society must be divided into two classes—the masses and the "New Soviet Man," and woman, because sex is no distinc-



Moscow has skyscrapers. This is one of six. An apartment building, it houses "party leaders and favorites."

THE ROTARIAN

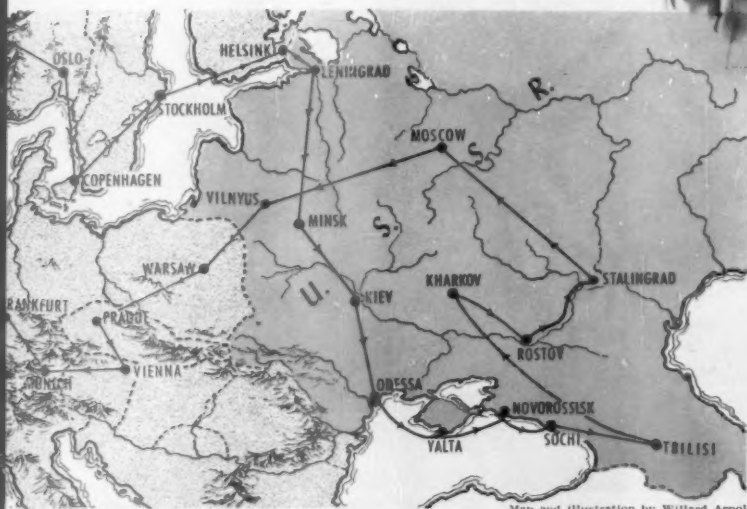
# Russia

*The Robbins, of Miami, Florida, travel 6,000 miles in 29 days in the U.S.S.R. . . . and make this four-part report on the adventure.*



## About This Family . . .

Wm. R. Robbins owns and runs a roofing company in Miami, Florida, and has interests in other industries—citrus juice, cattle, solar heating, etc. He has been a member of the Rotary Club of Miami since 1949 and was Governor of Rotary District 243 last year. With his businesses successful and well ordered, Bill Robbins has been able to take his family travelling—all over the U.S.A., Canada, Ibero-America, and Europe. In July and August, 1956, he took them to Russia—on the longest tourist visa granted by the U.S.S.R. since 1947. The Robbins travel only for their own education and pleasure and do not write or lecture professionally. In this case and "for whatever value it might have for Rotary folks," they agreed to make this family report. The family includes Bill, Sr.; his wife, Mary Frances; their son, Bill, Jr., 19, a junior at the University of Florida; and their daughter, Mary Anne, 13, a ninth-grader. All photos are by the Robbins.—*The Editors.*



Map and illustration by Willard Arnold

tion. The masses are the poorly clothed, poorly educated workers who crowd the sidewalks, queue up for many of the things they buy, drive the trucks, and work in the factories and on the farms. They present a down-at-the-heel, listless, leaden appearance almost like docile animals, seeming to have no spirit or purpose. They apparently accept their lot without question and are probably more interested in today's bread than in tomorrow's fate of their nation.

The New Soviet Man, on the other hand, is in a favored class and growing in numbers. He is the well-educated—and well-indoctrinated—educator, scientist, or engineer. His rewards are substantial. He has some choice of work, a better place to live, and his earnings start at several times those of the workers. Since his wife is probably an engineer, too, he lives pretty well within the range of available goods.

Overlying the drab background is a calculated network of bright spots and a propaganda-incentive program intended to offset the poor conditions and build enthusiasm. State-supported athletic and recreational programs, theaters, "palaces of culture," and parks are amply provided and well patronized. Subway stations and many buildings at health re-

sorts for workers are lavishly splendid. Principal railway stations likewise present extravagant exteriors, but are so packed with milling humanity that sumptuous waiting rooms are reserved for a favored few.

Garish red billboards, banners, and posters are everywhere. They bear pictures of party leaders, graphs and statistics of accomplishments and goals, and pictures of happy workers, all extolling the joys of Communism and exhorting everyone to work harder for the State. To complete the saturation, loud-speakers speak from everywhere. The theme is the same, rah-rah music and "we must all work harder!"

In line with the new look, Russia seems anxious to show foreign visitors "the great accomplishments of the Soviet Union," which translated freely usually means propaganda traps and museums. We were even allowed to take more than 500 pictures. We felt no surveillance, but visits to other than casual tourist sights required approval by one or more party or Government officials. This evoked a program of everlasting, nerve-wracking persistence but it paid off in visits to a number of factories, farms, construction projects, and institutions of many kinds. After one typical session, Bill, Jr., remarked, "I could almost



*The manager of Kharkov tractor factory employing 21,000 greets Author Bill Robbins. The Robbins inspected many such plants.*

see the headlines 'World War III started by Miami roofing contractor.' We were even received by two important Soviet officials who had visited the United States as members of the recent farm and building-industry delegations.

Most travel is by train or boat as plane flights are infrequent and expensive. Auto travel is insignificant for not only are there few cars, but also major cities are seldom connected by paved roads. Trains and boats are crowded with people of all classes for domestic travel is now apparently relatively unrestricted. Lightweight rails, rough road beds, and lack of block signals make high-speed trains impossible.

These things notwithstanding, it is no longer smart to assume all Russians are ignorant peasants who can neither make nor operate a machine. The feverish drive Stalin started in 1928 to "overcome the Soviet Union's 60-year industrial lag" has apparently borne fruit. Our visits to a number of heavy industries, in each case interviewing the director and touring the works, convinced me that while the frenzied expansion has proceeded inefficiently the Russians have, in fact, turned the corner. Air transport is a good illustration. Last generation's 14- and

21-passenger planes are now being replaced with the big jet liners we saw on the ground and in the air at Moscow.

Apparently typical of modern Soviet industry are some of the factories we inspected. A machine-tool factory employing 14,000 workers, in two shifts, turns out 4,000 big automatic lathes a year, plus other large special metal-working machines. The "Sickle and Hammer Engine Works," with 8,000 employees, makes 300 52-horsepower gasoline engines a day, principally for farm use. One of several tractor factories we saw employs 21,000 workers—40 percent women, which was about normal. It produces 80 54-horsepower diesel crawler tractors and 50 14-horsepower diesel rubber-tired wheel tractors



*At a roofing tile factory operated entirely by women the author examines the product and talks with employees. His own business is roofing.*

a day, plus a variety of consumer goods, including bicycles, beds, and electrical appliances. I know something about tractors and felt these machines were well designed and well made.

Most Russian factories are self-sufficient. All parts, from heavy castings to the smallest screws, are made under one roof. A factory often generates its own power and even provides housing, shops, nurseries, schools, and recreation facilities for its employees, all near-by to eliminate transportation.

New hydroelectric plants are much in evidence. We visited one on the Volga River. In addition to providing irrigation for thousands of arid acres, it will contain 22 generators producing a total of more than 2 million kilowatt hours of energy. A whole new city of more than 30,000 has been built to accommodate the workers for its construction and the factories it will supply.

Trade unions are strong and unique. They are actually an arm of management. They control the bonuses, which may be 60 percent of total earnings, housing, and other fringe benefits. No bargaining on wages or working conditions is allowed, the State making the rules, the union enforcing them. Personal competition is intense, [Continued on page 49]



*A dragline bucket—in an industrial exhibit in Moscow. Author Robbins finds it well made.*





## The Russian woman works hard—at a man's job

By MARY FRANCES ROBBINS

**O**UR FIRST impression of Russian people was summed up by our 13-year-old Mary Anne, who is five feet five in her stocking feet. "I feel like a giant," she said, and we all did.

The women in particular are short and stocky and look capable of the hard labor they perform. A collective-farm director said that our tall, slim teenagers "look unhealthy," meaning not fat enough. Since he and his wife were very short and wide, the comment was understandable.

A few women wear fairly simple, well-tailored suits, but the majority are poorly dressed, as to both



*Women from collective farms selling vegetables in a dirt square. The scene, says the author, is typical of Russian villages and cities.*

style and quality. One of our guides, better dressed than most, volunteered she made all her clothes, that ready-made ones were not nearly as good.

Russian women have no slim-heeled shoes. What they call "high heels" resemble rather thick Cuban heels. Although we saw hats in stores, most working women wear head scarfs tied under the chin. Others seem to go bareheaded. I finally stopped wearing my simple navy felt hat because it made me so conspicuous. There are no nylon stockings and even rayon ones cost \$6 or \$7, so most women wear socks. Russian cities have a fair number of beauty parlors, but permanents are kinky. From all appearances, girdles are unknown in Russia.

The Russian woman forms about 40 percent of the farm and factory labor force, and many types of hard work seem reserved for her. You see women repair-

ing streets, digging ditches, plastering, painting, laying brick, and mixing concrete. The clean streets in every city are a tribute to an army of old women sweeping continually with twig brooms.

Women are prominent in the professions. Women doctors are directors of many sanitariums in Black Sea resorts. On a huge hydroelectric construction project we saw women in every phase of the job, from supervisory engineers to ditch diggers.

Mothers receive a 112-day paid leave for pregnancy. One interesting sidelight on babies is the custom of tightly binding their entire bodies, including arms and legs, mummy fashion, with a long strip of cloth. All babies up to six months are stiff as a board.

In spite of feverish construction everywhere, living space is still so short it is assigned on the basis of less than 100 square feet per person. Families must double up. One guide said newlyweds had to live with in-laws at least five years before getting an apartment. Nearly all housing is in huge apartment buildings of from five to 12 stories, with elevators in only those over five. The only single-family houses are in small villages and on the outskirts of some industrial cities where housing is especially critical. Such houses, built by the occupants, are generally little more than shacks crowded on small plots of Government-owned land. They have no plumbing.

In spite of many requests, we were never able to go into a Russian home or apartment, so our ideas of decoration come from hotels, public buildings, and articles sold in stores. Heavy, dark colors and materials are favorites. Velvet or plush draperies, plush table covers, lace bedspreads, and fringed lampshades are everywhere. In many hotels the shabby elegance of the buildings and furnishings obviously predated the revolution (in Leningrad silver vases are still marked "St. Petersburg"), but even the hotels built since World War II are similar in style and even these show need of repair. However, rooms are clean, beds comfortable, and maids helpful.

Dining rooms were depressing to us due to the drab color schemes and the two-hour wait necessary for every meal. The food is heavy and served in large quantities and is of almost the same type for all three meals. All hotels use identical menus printed in Russian, German, French, and English. As time went on, even our son would say, "Don't tell me it's time to eat again" (not his usual reaction to food).

Shopping takes much of a Soviet woman's time, judging from crowds at every store before opening time. Department stores are usually open from 10 or 11 to 1 P.M. and from 3 to 8 P.M. including Sunday, but are closed on Monday. Most of the other businesses close on Sunday, except the food stores.

*Mary Frances Robbins prices a sofa displayed on a Russian sidewalk: \$285.*



which must open certain hours each day in the week.

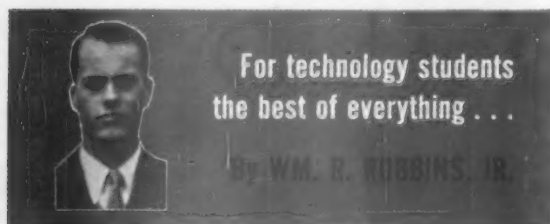
Most towns have markets where collective farmers sell their products. There are large stalls for the farm and small stalls where the individual farmer sells produce from his own small plot. The many vegetable stalls on the streets always have a crowd of customers waiting in line. In stores a customer stands in line three times—once to select her purchase, once to pay the cashier, and again to present her receipt and claim her purchase.

It was interesting to note that the audience in one of the world's most beautiful opera houses looked exactly like a crowd on the street going to work. However, all performances were crowded and audiences were interested and attentive. Almost every city has its own opera, ballet, and one or more theaters, as well as numerous "picture palaces" and mu-

seums. One strange sight to us was squads of soldiers or sailors being marched in formation to museums.

The church, which was abolished at the time of the revolution in 1917, was virtually prohibited until 1943. At that time, probably because of the people's need for inspiration in the hard war years, the Government made a truce with the churches. The people are now free to worship, but churches are under Communist supervision. We were told there are 14 active churches in Moscow, a city of 7 million.

We visited a number of churches and a mosque, and attended part of a Russian Orthodox weekday service and a Sunday service at a Baptist church in Moscow. The thousands who packed this fairly small building and stood for three hours, listening with rapt attention, could only mean that some do feel the need for religion in their lives.



**T**HE student occupies a unique position in Russia in that technical training is an important tool in the State program of industrial expansion. The individual student thinks in terms of working for the State after graduation as a permanent cog in a tremendous machine instead of working on his own with opportunities for personal advancement. To that end the Government goes to great lengths to make the position of the student attractive.

From childhood the advantage to the engineer and scientist are emphasized, and interest in these fields is increased by scientific toys and youth activities. In most schools of higher education the student pays no tuition and, depending upon his course and his grades, he may receive the equivalent

of \$250 a month in allowances. He is also exempt from military service.

As a result, nearly all high-school graduates apply for college-entrance exams. In some schools as few as 40 percent are accepted. More are eliminated each year as it is necessary to stay in the upper 60 percent of the class or be dropped. Those eliminated become workers or may be drafted. In general, you are either a laborer or an engineer and the advantages to the latter are so great there is almost a feverish desire for higher education. The average student is in school five years, September to June, and spends his Summers at an assigned job in his field, usually in some other part of the country.

Every city we visited seems to have a large number of universities and institutes. Kharkov, an industrial city of one million, for example, has 26, with 60,000 students.

To the student in the Soviet Union, the University of Moscow represents the height of knowledge and learning. The 33-story skyscraper building itself, located on a steep bluff overlooking the city, is of grandiose scale, perhaps further to establish this impression to the people. It contains 6,000 private dormitory rooms and 400 apartments for professors and their families. Nine thousand of the 22,000 students enrolled attend classes in the new building; others still use the old buildings in town. From the approach, past spacious lawns and flower beds to its large rooms and marble halls, it reminded me more of a palace than a university. In vivid contrast were the gardeners pulling weeds and mowing the grass. They were women, and some of them were co-ed age!

The University is divided into six faculties—five science and one language. They occupy separate



*This 200-foot monument to working woman and youth marks the entrance to a new motion-picture studio in Moscow. For comparison note the people at lower left.*

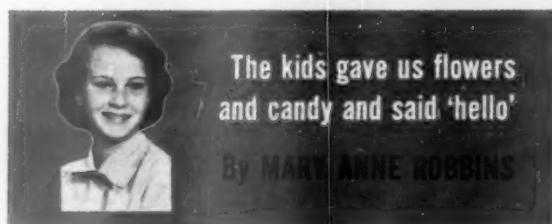
*Bill Robbins, Jr., Russian plane which landed the Robbins family at Moscow airport, and terminal building.*



areas in the building, each having its own libraries, lecture rooms, and laboratories. Many of the courses are taught in fairly large lecture rooms (125-150 seats) each one having interpreters and earphones similar to those used by the United Nations. The lectures are thus given in six languages: Russian, German, French, Chinese, Spanish, and English.

We were told students came from all over the world to the University of Moscow. "All over the world" apparently means Red China, North Korea, and other satellite countries within the Iron Curtain, with very few from without. Russia is obviously training a tremendous number of doctors, scientists, and engineers, both her own and from satellite countries as well.

Except for a few language students it seemed all were studying some phase of science or engineering,



**W**HEN we started talking about going to Russia, I didn't think there was much possibility of it. When Daddy brought the visa applications home, it took a lot of talking before we made up our minds. Now I'm glad we went, but I don't think anybody wants to go back.

To enter Russia we took a train between Helsinki, Finland, and Leningrad. When we crossed the border, there were machine-gun towers. At the first station we stopped at we had an hour so we could eat. The hotel in Helsinki had packed a box dinner for us. We went inside the station. It had marble columns, a fancy ceiling, and statues. The station was crowded with poor-looking, dirty, tired people.

In Leningrad our hotel rooms were like an old run-down private palace. We had seven rooms. With

*At Yalta Mary Anne and Bill, Jr., exchange addresses with Russian student friend. They promised to write each other.*



with little time spent on humanities. Usually required are courses in Marxism, Leninism, and Communist philosophy. The graduate is immediately assigned to a job for three years, with only top students given much voice in the assignment. After this initial period he may apply for a transfer but may not get it. He is exempt from military service except for a period of three weeks in Summer camps.

Intramural sports are emphasized, but there is no intercollegiate competition as we know it. A Communist party edict says, in effect, the aim of sports is not amusement or pleasure but to prove supremacy of Communism to the world. Competition is encouraged by the State: winners become "sport heroes of the Soviet Union," and receive rich bonuses and holidays for their efforts. Everyone seems to have an interest [Continued on page 52]

all the fancy trimmings, what should happen but my bed fell in. It was about 2 A.M. and I'm not sure the man who fixed it enjoyed getting up then. The hotel maids were friendly and some spoke a little English. The people I met mostly had taken English in school.

On one of the Black Sea ships that we travelled on a 17-year-old girl started talking to me. She said she was entering the Institute to become a mechanical engineer, and she gave me a Young Pioneer pin so "our friendship will last forever." The Young Pioneers would compare with our Girl or Boy Scouts. Their motto is "Be Ready—I Am Ready." They usually have a big, old Czarist palace in town where they have dancing, art, and engineering classes. Outside town they have Summer camps. We were shown around one of these camps—and all the kids who knew how to say "hello" were teaching everyone else. The Pioneers gave us flowers and put on a show. They danced, sang, and did acrobatics. Then they took us onto the stage and danced with us.

In some of the parks there are children's railroads run by almost full-size steam engines. Everyone who works on the train—engineer, ticket collector, etc.—is a child studying to be a train engineer.

We went to see a movie in color. First it showed the news and then the feature. In the end the hero won the best factory worker instead of the prettiest girl.

The plumbing in Russian hotels is just about as bad as an outhouse. The hot-water pipes look like they've never been used and the pull-chain toilets are danger zones.

I am glad that I can grow up to become a housewife and drive an automobile to a supermarket instead of looking forward to becoming an engineer or learning how to make tractors.



*In Leningrad Mary Anne and a young Russian teacher-interpreter named Violet pose with a pair of People's policemen.*





# ROTARY IN THE GLOBAL

I SHALL never forget that rainy night on the Communist Chinese border at Lo Wu, Hong Kong. As an American correspondent, I had flown down from the Korean war to check a tip of wholesale escapes out of Red China to the British Territory of Hong Kong. Standing there under a bombed-out roof, I could see some 50 feet of the barbed-wire border fence and the Red guards standing erect along it. From the green and red lamps above I could clearly make out the machine guns in front of them.

I had made the 20-mile trip from Hong Kong to the Communist border many times before, and I've made it many times since. For that short strip of contact with Red China is always news. From it every day the Chinese stream out of the Canton train on their way to Hong Kong to escape, to spy, or to trade in guns and goods and gold, for the benefit of Communist China. It was my job to spot escapees in the swarming mob and to dig out eyewitness stories of life inside Red China. This, you know, is as close as an American correspondent can get to Communist China and live to file his story.

My eyes fell on a bent old man as he was being questioned at the last check gate. In an instant he was pushed through. He was clear of Red China. As he stepped upon British soil, he straightened his back and stared at the dark sky, and smiled. The sudden straightening and the smile convinced me I had my man. Walking up to him, I extended my hand. For a moment he was startled, looked me over carefully, and then literally fell into my arms. I took him inside the British guardhouse, where he recovered his composure over a cup of tea. It was then I learned the thing that had startled him. My trench coat had blown in the wind and he had caught a glimpse of the Rotary pin on my lapel. He had once been a Rotarian in Shanghai and this was his first touch of Rotary in years.

The story he told me of Communism in China was incredible even to a newsman who is supposed to have a tough hide. It revolted me. A part of his story dealt with the methodical elimination and persecution of every non-Communist organization on Red soil, including Rotary. Like Germany under Hitler, Red China under Mao Tse-tung had no room for Rotary.

Covering the world as a correspondent, I consider Rotarians as my best source of factual news in the 99 countries where Rotary functions. It is my privilege to have personal and repeated contacts with Rotary Clubs around the world, and to speak regularly to many of them. I began my world travel and my weekly "make-up" at some Rotary Club back in the '30s. Rotary's Founder, Paul Harris, had more than a little to do with it for on one of my first trips I met and travelled with him and he made clear to me what a strong instrument of world understanding and world peace Rotary could be.

Sitting with Rotarians of many walks of life and various cultures, and getting to know their families and their aspirations, I hear their views, pro and con, of my country's

rôle in world affairs. It's the kind of grass-roots opinion seldom given tourists or officials. Many of these Rotarians live in critical and strategic countries, just this side of the Iron Curtain and the Bamboo Curtain—in places like Helsinki, Berlin, Vienna, Athens, Beirut, Hong Kong, Taipei, Tokyo. Rotarians are a rare source of facts and truth so badly needed in our unpredictable world. And Rotary is a kind of "show window" of good international relations.

One opinion I have formed—and it amounts to a strong conviction—is that the darkest day of our civilization would be that day when the English-speaking peoples of the world became disunited. For it is this English-American culture with its traditions of morality and living under law that holds up the structure of human rights and decency against the engrossments of totalitarian materialism. Rotary Clubs play a leading rôle in developing the goodwill, friendship, and understanding that obtain among the English-speaking peoples.

But wherever I find Rotary, I find it to be evidence that the nation believes in freedom and human dignity and the importance of the individual. No other man-made institution of its kind identifies itself so markedly with human understanding. For Rotary often provides the only way of bringing people together who differ in religion, in politics, in national and party loyalties. In spite of their great differences, Rotarians sit and break bread together each week, agreeing on the need of more understanding and of more selfless service—and trying hard to get the one and give the other.

IN THE Rotary Club of Tel Aviv-Jaffa, Israel, I see Arab and Jew meet together in Rotary fellowship each week. The same is true in the Moslem city of Beirut, where Moslem and Jew meet as Rotarians and live in harmony and peace, in spite of the dangers and explosions near at hand. In Rotary in Hong Kong, Bangkok, Taipei, Tokyo, Delhi, Singapore, Athens, Paris, Berlin, Amsterdam, Oslo, Helsinki, Stockholm, and hundreds of other places, Rotarians of various races and tongues meet under one banner—the banner of fellowship and "Service above Self."

As a correspondent over the past 25 years, I have seen Rotary soften many apparently insoluble international differences. There was the coolness in the family of Scandinavian countries at the end of World War II—because of Sweden's neutrality. Gradually, through weekly applications of Rotary principles, the coolness warmed. Joint Rotary meetings in Oslo, Copenhagen, Stockholm, and Helsinki helped restore the old friendships—and today hardly anyone mentions the matter anymore.

The Nazi occupation of The Netherlands left a deep bitterness. But again Rotary began to dispel it with tolerance and understanding by reviving its old Clubs and inviting men of Rotary standard to return. A new era of friendship began and flourishes today.

In Athens I saw royalists and republicans unite in Ro-

# PICTURE

BY JOHN MORLEY

tary after a generation of bitterness. In Nicosia, Cyprus, I saw Briton, Greek, Armenian, and Turk sit and work together in Committees planning Rotary service. In our new and revitalized Berlin Rotary Club, Germans of many factions united after World War II to rebuild and rehabilitate their broken city and to revive their spirit of service. All over the world the story is the same.

Probably one of the most important influences of Rotary around the world is that it urges men to support their faith . . . any faith . . . in God. I have seen Rotarians spearhead the erection of churches, temples, and missions in areas where none existed before. Rotarians in our great Taipei Club, inspired by the spiritual leadership of President and Madame Chiang Kai-shek, have contributed generously to several religious institutions and hospitals so badly needed on the Island of Formosa. In this area of Communist threat, Rotary plays an unprecedented rôle as an international beachhead of the free world. Both President and Madame Chiang Kai-shek expressed their enthusiasm for Rotary while I was a guest in their home recently. I have never found, or heard of, a Rotary Club in any Communist country, in any dictatorship country, or in any area of the world dominated by imperialistic or atheistic leadership. This is the greatest testimonial for Rotary in the global picture.

Near the borders of the Iron Curtain in Berlin, Vienna, Helsinki, Taipei, Hong Kong, and other strategic metropolitan centers, Rotary performs a unique and wholesome service. In these critical areas Rotary, through its members, constitutes a strong nonpolitical bulwark for freedom and decency. It does this through the active participation of the Clubs and individual members in activities which revitalize the institutions that uphold freedom. They circulate truth through radio and the printed word to their own citizens, and to those unfortunate millions who live behind the Curtains. Rotarians are serving without pay in much of the effort of Radio Free Europe today. From Radio Hong Kong and Radio Oslo I have participated in broadcasts sponsored by Rotarians in behalf of freedom.

The Rotary fellowship I see around the globe is but a magnification of a typical 47-member Rotary Club, to be found anywhere from California to Kowloon. Most everything is the same except the language. Most Rotarians think of Rotary International in terms of their own Club and its function. Only vaguely can they comprehend the full impact of Rotary in this world revolution for understanding and peace. To me, Rotary is some 9,000 separate pivots around which revolve the lives and work of 437,000 Rotarians of many nationalities, standards of living, and cultures in the world. These men are "the cream of the crop" of the community . . . the most actively civic-minded people to be found. If you can imagine what this means in terms of human power for world betterment, you will comprehend what Paul Harris had in mind when he told me one day in Chicago that "Rotary will become the second-greatest active power for world understanding, second only to universal faith in God." I wish Paul were here today to see the fulfillment of his faith in Rotary around the globe.

A newsman whose beat is the world, John Morley is an accredited U. S. correspondent whose reports appear in his syndicated newspaper column *After Hours* and in periodicals in many lands. Born of U. S. parents in Smyrna he grew up in Oak Park, Ill., trained for the law (LL.B., J.D., LL.D.), started "newspapering" in Chicago. He is a Rotarian of Pacific Palisades, Calif.



India's Prime Minister, Jawaharlal Nehru, gives the author an interview on one of his 20 trips around the earth.



... and here it's President Ramon Magsaysay of The Philippines—snapped in friendly converse with the newsman.



And here the noted person is the Archbishop of Cyprus.

# Go Adventuring with Your

*You can soar afar among a world of friends without leaving home—  
via the pages of THE ROTARIAN . . . which is 46 years old this month.*

**By W. KELSEY BUCHANAN**

*Durban, Union of South Africa; Editor, Rotary in Africa*

**T**HE big Atalanta-type passenger plane levelled out at 3,500 feet and headed westward over the yellow and white mine dumps of the Witwatersrand, out toward the rolling veld of the Western Transvaal. The blue-uniformed pilot eased himself out of his seat, stretched, and grinned suddenly.

"Just stooge around at this height for a while and then give me a shout," he said. "The engineers will tell you when they've finished checking, and then I'll take her in. I'm going to sleep." He nodded and went aft toward the passenger cabin, pausing for a brief word with the flight engineers before closing the door behind him.

Don't ask how I, an A-license private pilot with a mere handful of hours in my log book, came to be at the controls of that million-dollar passenger aircraft on a bright Winter's afternoon in 1934. The story would take too long to tell, would be entirely irrelevant, and would hurt the memory of one of the finest men it has been my privilege to know—a man who gave his life gallantly in the conflict that burst across the world five years later. Enough to say that I was there, high above the brown South African veld, "stooging round" in a passenger aircraft that represented just about the latest thought in cross-continental travel, droning out its steady 160-odd miles an hour on the long journeys up and down Africa.

My point is this: Flying in those days of 22 years ago was still an adventure. The people who chose to fly from Johannesburg to London were regarded with awe by their friends, who were not quite sure whether to set them in the class of lunatics or heroes. There was always the thrilling uncertainty that tropical storms might mean an enforced stay-over at Mbeya or Tabora or some equally remote outpost; there was always the possibility of something going wrong and delaying the plane. And people still shook their heads at the madness which prompted the thought that air travel might one day be a feasible, economic possibility.

All that has changed. It is possible to fly, high above storms and atmospheric disturbances, to almost any part of the globe's surface in a matter of hours. Travellers board a plane at Johannesburg for New York or London or Sydney with as little fuss and bother as if they were going no farther than Pretoria, 36 miles away; the age of the jet plane is on us, with its promise one day of emulating Puck, and throwing a girdle around about the earth in 40 minutes. The whole pattern of travel is changing, and the people of the world are no longer strangers to each other. I can leave my home in Durban at breakfast time on one day and keep a luncheon appointment in London the next; I can leave Johannesburg at noon and make up my attendance at a luncheon meeting of the Rotary Club of Great Neck, New York, less than 48 hours afterward. I am, in point of fact, within hours of my Rotary friends all over the world—Don Campbell or John Walker of Australia, Kamta Prasad in India, Carlos Sousa in Cuba, Pete Henninger or Dave Slear of Pennsylvania, Rig Edwards or Tom Sammons of Texas, Ron Wordley in London, or Wim Wegerif in Holland. Time and distance count for little in this modern world of ours.

But not all of us can do just what we would like in the way of travel. The Lord has been good to me in giving me the chance to travel perhaps more widely than most, but that same opportunity is not given to many of us. Yet our thoughts can wing their way over thousands of intervening miles of land and ocean, and we can dream of the voyages we shall take, of the lands we shall see, of the people we shall meet. Perhaps those dreams will never be realized, but we can still dream.

Not all those dreams go unfulfilled. Many, indeed, are stimulated beyond measure each month, as THE ROTARIAN finds its way into hands that reach for it eagerly. Here in small compass is the magic carpet that can carry us virtually where we will. Here is the gateway to

adventure, if we care to step through it.

It was said of Thoreau he travelled the world without leaving his home at Walden. We, too, can travel the world without leaving our firesides. We can, each month, go adventuring with our Magazine, finding new friends as we go, visiting far-off places and ending with new scenes etched in our memories. It is all there for the finding, and we have to look no further than the pages of THE ROTARIAN as it reaches us each month.

Let me give one example. In these past months the United Nations has been much in the news and people have asked themselves—and each other—about its functions. The questions have been legion—but many of them were answered in advance of the asking when Henry Cabot Lodge, Jr., wrote of the United Nations in THE ROTARIAN—July, 1954. You haven't kept that issue? Well, try to get it, for you will find in that one article an answer to some of the things that have surely perplexed you in recent months. When you have read it, you will understand better what goes on in those oddly shaped buildings on New York's East River—the "tall glass-faced





# Magazine

building shaped like a pencil box" and the "sway-backed structure that resembles a loud-speaker."

This is just a single instance; I happen to have that particular issue beside me as I write. But why stop there? *THE ROTARIAN* has given us glimpses inside the United Nations buildings at least as vivid as those that can be obtained and cherished by people who have walked its cool passages, sat in its conference chambers, and watched the organization at work. And in giving us these glimpses, our Magazine has also given us an understanding of how the United Nations works, what it is trying to do and how it goes about it. We are, indeed, better off for being able to understand some of the background to events, if we cannot understand the events themselves.

I spoke of adventuring with our Magazine. That, indeed, is the key. For through its pages runs a thread of adventure which traverses the countries of the world, bringing them within our own small orbits and giving us glimpses of scenes and people we may never meet in the flesh. Yet they are brilliant scenes, and the people within them are warm and friendly. I shan't go back to my file of *THE ROTARIAN*, for my memory holds many pictures that will never fade, even though names and places may have grown dim.

You and I together have cast our lures into cold mountain streams, trying to get a rise from the old man trout that has so long evaded capture. We have visited a typical small Australian town in the backblocks, where we have met the friendly folk at work and play, and seen how they live. We have walked into the homes of typical Americans and Japanese, met their families, and come to know something of the way in which they live. We have been taken through India and shown how this country of mystic attraction is meeting some of the

Illustration by  
John Faulkner

problems that modern progress has thrust upon its centuries-old way of life. We have gone into Scandinavia and, among other things, have watched a little bewildered as they have developed the sport of orienteering, with its appeal to the explorer in everyone. We have travelled with A. Z. and Cornelia Baker through Africa and seen something of the complexities of life in this continent of teeming millions. We have ranged over the United States, the Continent of Europe, Canada, and the South American countries, pausing long enough to see some of the wonders of lands far distant from our own, to meet the people and [Continued on page 58]



# A TRAVELLER'S MAP OF EUROPE

**S**OMETHING like 230 million people live in the 23 free lands of Europe, and each year millions of people from other continents go to see them. Some go for commercial reasons, yes, but most go just to see the people and where they live, to dine at their tables, to travel their highways and rivers, to revel in their vistas, to delve into all the things material and philosophical which make this smallest of continents (excepting Australia) perhaps the prettiest, busiest, most magically magnetic place in the world-wide realm of tourism. And many go to see Rotary, among other things, for Rotary thrives in Europe—in 22 countries. In the 54 European Rotary Districts are 2,041 Rotary Clubs with about 82,000 members. Italy has, in fact, given Rotary its current international President, Gian Paolo Lang, of Livorno.

What a Danish-born artist remembers of this continent he travelled so widely is represented by the Erik Blegvad map on these pages.



The Lion Monument in Lucerne is a tiny bit of Europe commemorating Swiss Guardsmen who died defending the Tuileries in Paris in 1792. It is one of the distinctive features of the Swiss city in which Rotarians of the world will gather for their annual international Convention, May 19-23.







Photo: Laubacher



*Four of the towers of the Musegg fortifications distinguish this view of the Lucerne skyline. They once guarded the old part of the city.*

# We Are Looking Forward

**Y**OU HAVE no doubt wondered what that little city of Lucerne, which will be taking part in the 1957 Convention of Rotary International, has to offer. I can assure you that you will not be bored. The host Club of Lucerne has worked out with other Clubs in the neighborhood a program which will be different in many ways from those of the Conventions which have been held in big cities. Our aim is to give all our Rotary friends who will be visiting us a lasting impression to take home with them of Switzerland, her natural beauty and the customs and habits of her people.

Perhaps you have already seen—or, if not, you have certainly heard about—the Lake of Lucerne, situated in the heart of Switzerland, to the north of those Alps down which streams flow in all the four directions of the compass. On its shores lived the farmers and fishermen who refused to be subjected to a foreign yoke and already at the end of the 13th Century created a democracy, the oldest in Europe. At the western end of this lake lies Lucerne, the first city that joined the Swiss Confederation at the beginning of the 14th Century. As reminders of old warlike times, the ramparts with the nine towers still surround the old town.

Lucerne, a city with just over 60,000 inhabitants, the many lovely spots on the shores of the Lake of Lucerne and of other lakes in the surrounding dis-

tricts, as well as many other places in the valleys stretching down to the lakes, have since the second half of the past century become well-known holiday resorts, and everywhere are hotels which supply comfortable accommodations for the guests who come each Summer from all over the world. In Lucerne 3,000 beds have been reserved for our Rotary friends, in Zurich 1,500, and in other places on the shores of the lake and in the lovely Alpine valleys another 5,000 beds.

A special point of the program of the Convention will be that our guests will enjoy in pleasant fellowship cruises the beauties of further Alpine and lake views and visit cities like Lucerne and Zurich. Your ticket, which each participant will receive, will not only cover the transportation from the place where you are housed to Lucerne, but will also entitle you to a round trip on the Lake of Lucerne, a railway trip from Lucerne to Zurich, and a bus trip either around the foot of Mount Rigi or to Engelberg.

All those Rotary friends who will be housed outside Lucerne will find the ten- to 60-minute trip to town a pleasant experience, whether it be by ship, railway, bus, or private car. I am sure that most of you will leave your hotel early in the morning and return only late in the evening. In the numerous restaurants in Lucerne ample tables will be reserved for you for lunch and dinner. In order not to alarm

anyone, I may add that there will be no occasion for which evening dress will be required.

In Lucerne you will be surprised to find that the large hall of the Art and Congress House (standing near the railway station and the landing stages) where the concerts of the Musical Festival are given under the direction of the best conductors of the world, and also the rooms of the Art Museum, have been transformed into the House of Friendship. The Host Club Executive Committee has made special efforts to make this a spacious home with a friendly and restful atmosphere, where one can meet one's friends and have a chat together. Here also is a special room for the young people; special entertainments will be arranged for them.

In the same building will also be a large office where information and tickets for further excursions during the Convention period will be available. I am certain that many will take this opportunity to ascend such famous mountains as the Pilatus, Rigi, Jungfrau, etc.

In less than ten minutes one can go from the

House of Friendship to the Convention Hall by the frequent special busses of the public-transportation service of Lucerne. The Convention Hall was built in 1939, when a Swiss Festival took place in Lucerne, and is now being prepared for the Convention with seats for more than 7,000 persons. In order to have a stage which is not too distant from every side, a new one will be erected in the middle of the hall. The performances on the stage will be so arranged that they will face all four sides.

In this Convention Hall the four plenary sessions will be held on Monday afternoon, May 20, and in the morning of Tuesday, Wednesday, and Thursday. And on Sunday evening, May 19, the Convention will be opened here with a Folklore Pageant, specially composed for the Rotary Convention, in order to present to our guests in different scenes a picture of the customs and characteristics of the Swiss people. It will depict the life of the Swiss people during the four seasons of the year, and hundreds of performers in original Swiss costumes of the different districts will appear on the stage. Of course, there

# to Seeing You in Lucerne

*The latest news on plans for Rotary's 1957 Convention.*

**By ALBERT ERNST**

*Chairman, Host Club Executive Committee,  
1957 Convention of Rotary International;  
Rotarian, Lucerne, Switzerland*



*Map of Lucerne showing famed Water Tower and wooden bridge at center; railroad station at bottom center—and next to it the Art Museum, Rotary's House of Friendship.*

will be yodelling and alphorn blowing, and you will also see some of our national dances.

A second pageant will be held in the Convention Hall on Wednesday evening, May 22. It will show important events in Swiss history since 1291, some of which will be applied to the Rotary ideal of service. Everyone will understand these two plays as only a few words will be spoken, but you will receive impressive pictures, with people of our country in old historical uniforms and costumes.

Have you ever seen fireworks which are sent off in the middle of a bay and can be watched from the shore and from the ships? Lucerne arranges every year in the month of June a "Lake Night Festival," which is well known for its originality. Something similar

A FOUR-SERVICES FEATURE

Photo: Laubacher



*Four of the towers of the Musegg fortifications distinguish this view of the Lucerne skyline. They once guarded the old part of the city.*

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A FOUR-SERVICES FEATURE

but with additional surprise is being planned for Monday evening, May 20, and I know it will be a sight which will be long remembered by those who will be present.

I have also to point out that Tuesday afternoon, May 21, and Wednesday afternoon, May 22, will be taken up by group meetings, to be held partly in old historical localities which we are eager to show our Rotary friends, so you can see that only Monday morning and Tuesday evening will be free—not much time when one considers what numerous possibilities there are for excursions on the lakes and mountains, sight-seeing in the towns, and shopping in the lovely stores.

Therefore, if possible, come early before May 19 and stay longer than May 23.

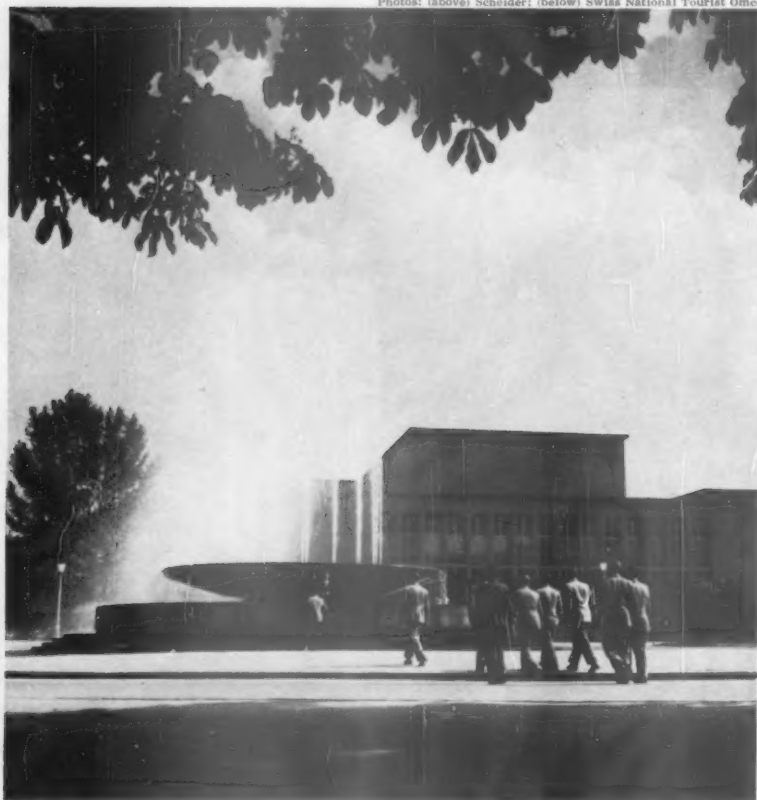
There will not be any big ball and no regional dinners in order that our guests will not become too exhausted, and of course it would also be difficult to arrange a ball when the participants are housed so far apart.

Do you know that many of the loveliest fabrics which are used in "Haute Couture" today are made in Switzerland? A fashion show will be arranged for the ladies Tuesday afternoon, at which model dresses of the leading fashion houses in France, Italy, Switzerland, and other countries will be shown, all of which will be made with Swiss fabrics.



*A mile from Lucerne is the Villa Tribschen where Richard Wagner, from 1866-1872, penned many of his famous operas.*

Photos: (above) Scheider; (below) Swiss National Tourist Office



*Situated on the Lake of Lucerne a short distance from the Convention Hall is the city's Congress Hall and Art Museum. It will be transformed into the House of Friendship during Rotary's international Convention in May, and will also house a special ticket and information office for those desiring further excursions.*

On the same afternoon the young people will be taken on a round tour of the 6,000-foot-high Mount Pilatus.

A rather big program for five days!

The 70 members of our host Club and numerous Rotarians of other Clubs in Switzerland have been at work at it for a long time already, organizing the many details, and I am glad to say that all preparations are making good progress. Should we be fortunate enough to have sunshine during the period of the Convention, our Lucerne Convention will surely be one of the high lights in the history of Rotary International. And this would be a joy to the members of our host Club, because it was a great mark of confidence that the Board of Directors showed us when it decided to choose Lucerne as the place for the 1957 Convention. Our Club will prove that the Board was right.

Well, I shall be expecting you from May 19 to May 23—better if you could come earlier—in large numbers. I promise you that the 1957 Convention in Switzerland will be one of the happiest experiences you have ever had.

# PEEPS

## at Things to Come

BY ROGER W. TRUESDAIL, PH.D.

■ **Roasting Heat Conductors.** An economical concept of cooking meats is embodied in pointed flat noncorrosive metal rods which are pushed into the meat prior to roasting. Although new in concept, the principle embodied is old. Metal conducts heat more rapidly into the interior of the thick or bony sections of a roast. The time required to cook is determined by the speed of the heat penetrating the food. Normally, this is a slow process, requiring more fuel consumption with greater shrinkage of the meat. By speeding up the slow-cooking portions on a roast, these results are claimed: saves nearly half the cooking time and fuel; saves one-third to one-half shrinkage; cooks more uniformly and meat is juicier and tenderer. Foods that may be cooked to advantage include all meat and poultry roasts, baked fish, potatoes, apples, and meat loaf.

■ **Patch Kit.** A new combination plastic patching material and liquid activator makes possible easy repair and reinforcement of metal, wood plastic, canvas, or leather. Suggested uses include repair of tears and rips in cushions on outdoor furniture, mattresses, canvas deck and lawn chairs, awnings, tents, boat sails, golf bags; reinforcement of seams in worn luggage, brief cases, or handbags; patching of broken toys and cracked plastic radio cabinets; and cover for holes in plastic.

■ **Hi-Fi Record Saver.** High-fidelity fans now can have a convenient and compact record saver which has heavy self-closing transparent plastic containers suspended from rods. Any record may be selected without the need of an index. The storer also eliminates the need for albums or jackets. Each unit holds 50 records, which are protected against scratching.

■ **Potent Pain Killer.** Researchers have synthesized a new analgesic drug which has been found in animal tests and confirmed clinical tests to be highly effective and yet does not cause undesirable side reactions often produced by other analgesics. It is expected to be marketed soon for use by doctors.

■ **Houseflies Work for Science.** The unfortunate fact that houseflies can develop resistance to DDT and certain other insecticides has recently been turned to some advantage by entomologists. They are now raising resistant flies on a mass-production basis to test the power of new insecticidal chemicals. The female fly can deposit up to 2,500 eggs during a life span of two to four weeks. The eggs can hatch and produce

a new adult generation in as little as eight days. Because of this high rate of reproduction, strains of flies resistant to DDT and other chlorinated hydrocarbon materials can be built up in the laboratory at a phenomenal rate. One strain of flies, found to have a resistance three times that of normal flies to dieldrin, one of the newer insecticides, developed a 2,000-fold resistance within eight months as a result of exposing succeeding generations to increased doses of the poison. With the help of resistant flies, entomologists have been able to develop poison baits that are counteracting, to some extent, the natural ability of flies to develop resistance and thus cause some insecticides gradually to lose their effectiveness.

■ **Aluminum Engine.** A lightweight engine with steel-sprayed aluminum cylinder walls may be practical for automobiles at an early date. A superthin layer of pure metallic molybdenum is used to make steel stick to the aluminum. The conventional aluminum piston does not function well bearing directly on an aluminum cylinder wall, but it does work smoothly on the new hard steel-sprayed surface.

■ **Fuels of the Future.** Chemistry researchers are showing increased interest in a relatively unknown class of chemical compounds, the organo-metallics, and some think these compounds someday may challenge atomic energy as the fuel propellant of the future. Basic to the development of these compounds is the fact that some metals can be made to burn with intense heat. This property has been long known, but little has been done to exploit it. The chemical element, boron, has been of interest only in inorganic compounds such as borax, but it has metallic properties. When it is linked to certain organic chemicals, compounds are formed which release enormous amounts of heat upon burning. One of these, pen-

taborane, burns with such intense heat that it is a potential fuel for guided missiles, rockets, and even manned aircraft. Lithium is another light metal with high potential fuel possibilities.

■ **Long Drink of Water.** Some Rotarians in southern California turn on a tap and draw a glass of water that has passed through 92 miles of tunnels, 63 miles of canals, and some 165 miles of pipe line to reach them from the Colorado River 320 miles away. Future water may come from even a greater distance.

■ **Personal Lifeguard.** An instant self-inflating life preserver now on the market is no larger than a pack of cigarettes, weighs only four ounces, and can support a fully clothed 250-pound man in water for hours. It is secured to clothing by means of a bulldog metal clip. When it is squeezed hard, a vinylite two-foot water-wing float pops out, inflated with carbon dioxide gas. This is wrapped under the arms to keep the head above water. It is lifesaving insurance for fishermen, duck hunters, boatmen, and for anyone on the water. Just a squeeze can save a life.

### PEEP-ettes

—From Switzerland comes a double-spiral corkscrew which contracts the cork for easy and effortless removal of hard-to-pull corks.

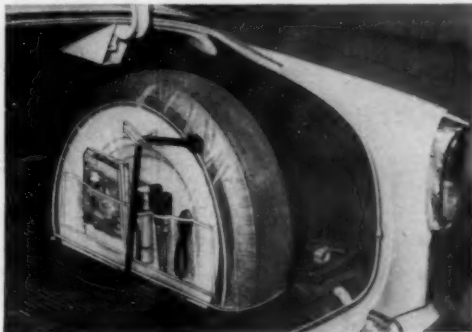
—An aerosol deodorant with fungistatic and bacteriostatic properties, when sprayed on dogs, neutralizes "doggy odors," reduces skin bacteria and controls dry skin conditions, and may be sprayed around kennels or on floors and rugs to eliminate odors.

—A handy diary which fastens to the car's sun visor permits an exact record of mileage, gas and oil consumption, and all travel expenses.

—New kind of lightweight washable broom has colorful plastic crimped bristles which actually pick up dust, lint, ashes, and dog hairs from the rug and holds them.

Readers wishing further information about any product mentioned may address inquiries to "Peeps," THE ROTARIAN Magazine, 1600 Ridge Avenue, Evanston, Illinois. They will be promptly forwarded to the manufacturer.

*A travel aid for the motorist: a spare-tire cover with pockets for tools, polishing cloths, flashlight, gloves, etc. It prevents luggage from becoming scuffed and dirty, and keeps car-trunk items handy.*





## Pialba's Post for Pioneers

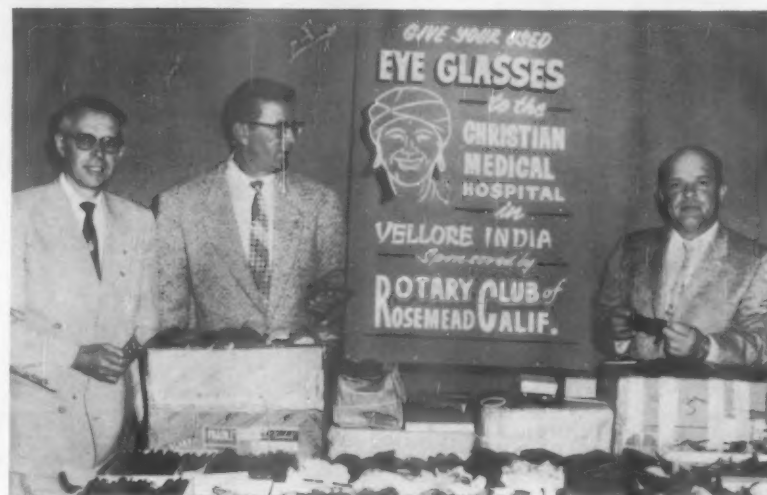
In the 1880s a surveying party laid out the first road from MARYBOROUGH to PIALBA, AUSTRALIA, marking each mile of the way with a wood post. More than three-quarters of a century later the elements had destroyed all but one post, the 22d mile one, which marked the PIALBA terminus of the old road. The Rotary Club of HERVEY BAY has replaced the rotting post with one of concrete and imbedded a brass plaque inscribed with the Rotary wheel and the words "To the Pioneers." It commemorates the first settlement of PIALBA, which took place in 1863.

## Waal—Can You Beat That!

BANFF, ALTA, CANADA, is a community in the heart of the Canadian Rockies, consequently the meetings of its Rotary Club often include a large number of Rotarians who are vacationing in that mountainous area. It is not unusual, especially during the Summer months, for visitors to outnumber the 42 Club members. Last September the Club broke its record with 94 visiting Rotarians in attendance. They represented five Canadian Provinces, Australia, and 26 of the United States. California led with the most visitors, 20, reports the Club, "beating even Texas!"

## High-Flying Rotary News

The skies in PITTSBURGH, PA., were filled with the shrill, staccato sputter of a score of tiny, one-cylinder engines recently. They powered a collection of model airplanes built and manned by a group of flying



Is there an unusable pair of eyeglasses in your home? The 22 members of the Rotary Club of Rosemead, Calif., have an International Service project which is bringing new vision to thousands of patients in India. They call it "Eyeglasses for India." The Club has already shipped some 5,000 pairs to a hospital clinic in Vellore, which checks the prescription and regrinds them for people who could not afford them otherwise. Harold W. Gretzinger, Club President Cleve Langston, and Alfred E. Cook (left to right) are preparing another shipment for delivery.

devotees—some men and women, but mostly children—who call themselves the Earth Angels. This group, which is sponsored by the Rotary Club of NORTH BOROUGHS, staged a model-airplane demonstration for interested townspeople. More than 300 spectators gathered to watch the pilots put their miniature planes through their paces, sometimes at speeds exceeding a mile

a minute. The NORTH BOROUGHS Rotary Club provided technical assistance, prizes, and judges for the event.

## Stamp Room in Montreal

In the Shawbridge Boys' Farm and Training School in MONTREAL, QUE., CANADA, there is a room called "The Rotary Club of MONTREAL Stamp Room." The building materials for the room were supplied by the MONTREAL Rotary Club, as well as many of the stamps on display within. The Stamp Committee of that Club was formed two years ago with the objective of providing the junior boys at the Shawbridge School with a hobby of stamp collecting. The Committee not only furnishes stamps for the boys, but supplies them with albums and other necessary accessories. It has also sent stamps to youth organizations in several Canadian Provinces, the United States, and the Federation of Malaya. These organizations mount and market the stamps to raise funds for their group.

## Hit High Spots for Club Meeting

If there was ever an event to be "up in the air" about, a recent meeting of the Rotary Club of WEST SALEM, WIS., should certainly qualify. Club members, some with their wives, representatives of three near-by Rotary Clubs, and the Rev. Ernest D. I. Kistler, Governor of Rotary District 209, boarded a chartered, twin-engined air-



Hi, neighbors! Stepping from the plane into warm Bermuda sunshine are Rotarians and wives from the Rotary Clubs of Nazareth, Easton, and Wind Gap, Pa., for a two-day visit to that island. The group attended meetings of the Rotary Clubs of St. George's and Hamilton. The idea was originated by a Nazareth Club member.



"Gentlemen prefer blondes," the title of a U.S.A. Broadway theatrical production claims. The judges who chose blonde Janice Fowler, of Sedalia, Mo., as the Queen of a State Fair all-star high-school football game agree! The Sedalia Rotary Club sponsored the contest. L. C. Carpenter, Secretary and Commissioner of the State Agriculture Department, crowns the young lady.

plane at LA CROSSE Municipal Airport, flew to WEST SALEM to circle the town and near-by points of interest while the meeting was in progress. The meeting adjourned as the plane landed, was later reconvened in a hangar, where refreshments were served. A local newspaper reported it was the first such meeting held in Wisconsin.

The Rotary Club of ESCONDIDO, CALIF., had different-than-usual meeting quarters recently too. Members were invited to hold their meeting in the cafeteria of Palomar Junior College, in SAN MARCOS, CALIF., and tour the buildings which are nearing completion on the campus.

Photo: Rotarian Geren Baird



As part of a Club program demonstrating new telephone equipment, President Howard Tayloe (seated), of the Rotary Club of Memphis, Tenn., dials Rotary's Central Office in Evanston, Ill., and speaks to RI President Gian Paolo Lang. Telephone-company representative Marion Lloyd is assisting.

The ESCONDIDO Rotary Club, as a Rotary Golden Anniversary Year project, successfully promoted a bond issue for the construction of the buildings after two previous bond issues had been turned down.

### A Trio of Sporting Ideas

Two more Rotary Clubs have discovered a successful recipe for a fun-filled youth project. The main ingredient is fish. Add poles, lines, hooks, hordes of children, supervision, and the coöperation of the State Conservation Department; mix well; and out should come a fishing derby similar to those staged recently by the Rotary Clubs of RICHFIELD, UTAH, and JACKSON, CALIF. The RICHFIELD Rotary Club sponsored a three-day event for children of different age groups. The statistics of the JACKSON anglers derby were as follows: 266 children participating; 658 fish caught.

In other Rotary sports-related proj-



P. A. Yagappa Nadar, on behalf of the Rotary Club of Tanjore, India, presents the deed to 156 acres of land donated to the Rajah Serfoji College by that Club to Shri V. Karthikeyan, I.A.S., Collector of Tanjore and head of the Rajah Serfoji College Committee.

ects, the Rotary Club of PETOSKEY, MICH., climaxed two years of work to give that community a tennis court and playground by turning over the completed

## Take a Page from Phoenix



Do you get the "jitters" when you must address a group of people? How you wish you had had a course in public speaking! Nearly 40,000 high-school graduates in one United States city have had such a course, thanks to some encouragement by the local Rotary Club. Here's how members promote the plan.

THERE is no shortage of orators in Phoenix, Ariz. The local Rotary Club, in coöperation with city high schools, has encouraged the training of 38,979 boys and girls in 26 years through its annual project, the high-school public-speaking contest. In 1930, 300 students participated; 25 years later more than 4,500 contestants entered the competition.

Each year some two dozen Rotarians act as judges. Each school selects its winners and sends them to compete with winners from other schools in the finals. The three finalists are heard by the Phoenix Club in one of the brightest and most entertaining programs of the year. Chairman of this annual event since it began is Dr. Emery W. Montgomery, who was superintendent of schools when the contest was inaugurated. "Many of our former participants," said Dr. Montgomery, "are called upon to speak before various organizations. The contest has greatly stimulated interest in high schools and we hope it will be continued indefinitely."

What do the youngsters talk about?

A single topic is chosen each year. In 1956 it was "Great Leaders of the 20th Century." Individual selections ranged from Sir Winston Churchill to James Dean, the late motion-picture star. In observance of Rotary's Golden Anniversary, the contestants delivered 4,515 speeches on The Four-Way Test.

"This project acquaints a large segment of the Phoenix population with Rotary activities," says Club President James C. Wood. "It provides a large number of Rotarians with an opportunity to participate in a Club activity and encourages youth to keep alive the art of public speaking."



Montgomery



Top winners in the 1956 contest are (left to right) Barbara Gregory, Margaret Bowles, and Jim Newville. W. L. Compton presents checks to the trio.



## It Had to Happen Somewhere

**T**HE inevitable has happened! The spread of the motor vehicle as a common element of daily living in the U.S.A. has produced drive-in banking, drive-in shopping, and drive-in eating. Now it has also brought Rotary's first drive-in meeting. Appropriately, it took place in the region where most of these vehicles are manufactured: Royal Oak, Mich., a town in the environs of Detroit, the automobile capital of the world. Some 100 Rotarians from the host Club of Hazel Park, Mich., and surrounding communities sat in their cars, sang, munched hamburgers, then listened to the speaker of the day via the drive-in's two-way telephone system. Hazel Park Rotarian Edward Parrish, a druggist, hit upon the idea while talking with a fellow Club member, Fred Elias, a drive-in restaurateur. The entire meeting progressed smoothly, but it may never be repeated. Hazel Park Rotarians are frank to say that while it was all good fun and while they're glad they ran the experiment, it sort of worked against the purpose of an inter-Club meeting—acquaintance. "Each group was sandwiched off in its own car." Sometimes you have to do something to find out what you don't want to do again—and that's worth a lot.



*It's Rotary's first drive-in restaurant meeting, sponsored by the Rotary Club of Hazel Park, Mich.! Michigan State Attorney General Thomas E. Kavanagh (top picture) addresses nearly 100 Rotarians from Detroit area Clubs via the two-way telephone system. When horn blowing was substituted for applause, the speaker later quipped, "It was hard to tell if the audience was cheering or booing."*

facilities to school and city officials at a recent dedication.

A project started nearly four years ago by the Rotary Club of WESTFIELD, N. J., has nearly 150 adults in the community actively participating today. It was in 1953 that WESTFIELD Rotarians sponsored a Little League baseball team with some 300 boys participating. Last Summer about 800 boys signed up for action in the baseball league.

### 'Nuts to You,' Mr. Visitor!

Generally, a visiting Rotarian is given a hearty greeting and handshake when he attends a Club

meeting other than his own. But the visitor to the WALNUT CREEK, CALIF., Rotary Club meeting—the one from the farthest distance, that is—is also awarded a special greeting card which reads "Nuts to You." With it is a sack of walnuts, the chief product of the region.

In another region a Club meeting with a unique and newsworthy twist made it possible for Robert E. Reneau, Governor of Rotary District 181, to address the Rotary Club of CLINTON, OKLA., from his home town of ALVA. The CLINTON Rotarians listened to the talk via a special telephone speaker hook-up.

The 43 members of the Rotary Club of BRYSON CITY, N. C., and their families were guests of the Cherokee Historical Association to view an outdoor drama titled *Unto These Hills*, a historical pageant of the Cherokee tribe.

### 25 New Clubs in Rotary World

Rotary has entered 25 more communities in many parts of the world. The new Clubs (with their sponsors in parentheses) are: Bassano del Grappa (Vicenza), Italy; Kitimat (Terrace), B. C., Canada; Esbjerg Vest (Esbjerg),

Since last month's listing of new Clubs in this department



Denmark; Kalix (Haparanda), Sweden; Hälsingborg Södra (Hälsingborg), Sweden; Tombos (Carangola), Brazil; Volta Redonda (Barra Mansa), Brazil; Alvear (La Cruz), Argentina; Aalborg Østre (Aalborg), Denmark; Shepherds Bush, England; Kalyan (Bombay [West]), India; Ube (Yamaguchi), Japan; Degerfors (Karlskoga), Sweden; Storvik (Sandviken), Sweden; Hato Rey (Rio Piedras), Puerto Rico; Camberwell (Hawthorn), Australia; Tizimin (Mérida), Mexico; Brussels-Sud (Brussels), Belgium; Lagoa Vermelha (Passo Fundo), Brazil; Surakarta (Semarang and Tegal), Indonesia; Ragusa (Siracusa), Italy; Hilton (Penfield), N. Y.; South Hilo (Hilo), Hawaii; Western Springs (Elmhurst), Ill.; Toledo (Salem), Oreg.

#### Fun with the Young

The chimpanzee, the clown, the motorcycle race—all were topics of nearly every dinner-table discussion the day after 135 children of RICHMOND, ILL., returned from the circus. The youthful group, which represents more than 20 percent of the population of this small Illinois community, was transported to near-by ROCKFORD, ILL., for the Big Top treat as guests of the Rotary Club of RICHMOND. Circus cutout and coloring books were an added surprise for the youngsters.

More than 300 boys and girls from a local institution for mentally retarded children frolicked at the 12th annual picnic sponsored by the Rotary Club of LEVIN, NEW ZEALAND, and for the first time in a dozen years the Rotarians were able to defeat the boys in a cricket match. The score was 87 to 61. Other picnic scores were 750 "hot dogs," 44 loaves of bread, 720 bottles of soft drinks, plus substantial amounts of ice cream, candy, and cake—all consumed by hungry picnickers.

In KEYSTONE HEIGHTS, FLA., the Rotary Club is treating children, and adults, too, to a community-wide swimming and lifesaving program through the local YMCA. Besides teaching many to swim, the program has thus far produced more than 100 trained lifesaving personnel, and for good use too—there are 60 lakes in the vicinity!

#### Imagination Unlimited

When the imagination that abounds in every Rotary Club is released, anything is likely to happen. In REDWOOD FALLS, MINN., one day some weeks back, the 45 Rotary Club members there "took over" broadcasting duties of the local radio station, KLGR. From early morning until closing, they took turns reading commercials (they almost always turned out to be an advertisement of a direct competitor of the reader's firm), reporting the news and weather, and answering requests for various song recordings. At noon the Rotary Club meeting was broadcast. The day-long project drew many comments from listeners within the station's range.

In LEXINGTON, MASS., Rotarians took



Photo: Prince

Eight students of the Zeeland, Mich., High School who aspire to careers in medicine listen intently to Dr. Melvin J. Frieswyck, a heart specialist, who was one of the Zeeland Rotary Club members to serve as career consultants during a local Career Day at the school. Students have asked for a repeat of the event.

Photo: Canada Wide Feature Service



In a tuberculosis hospital in Moncton, N. B., Canada, scores of bed-ridden and shut-in pre-teenagers are happily passing the hours absorbed in the activities of a Cub Scout pack originated through the efforts of a Moncton Rotarian in 1953. Assistant Commissioner Sue Fullerton explains the square knot to Louis Landry.



Photo: Lindsay

How to make everybody happy is demonstrated by this group of Frankston, Australia, Rotarians who paid a visit to the orthopedic ward of the Royal Children's Hospital in Mount Eliza to present uniforms to its newly formed Boy Scout troop.

# India

...land of  
Pageantry

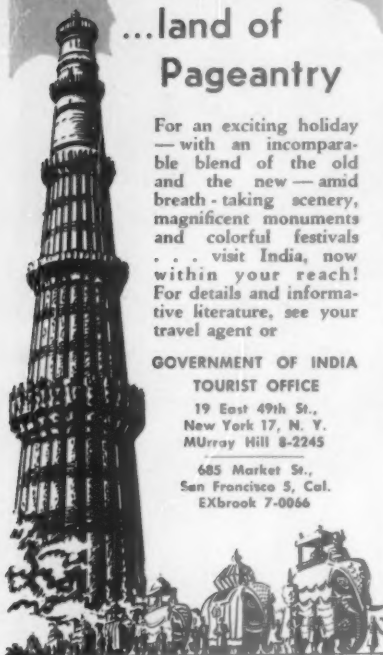
For an exciting holiday—with an incomparable blend of the old and the new—amid breath-taking scenery, magnificent monuments and colorful festivals... visit India, now within your reach! For details and informative literature, see your travel agent or

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La Province de  
**Québec**



Photo: Horn

Good advice for motorists is this large billboard sign sponsored by the Rotary Club of Springfield, Mo. Similar ones are located on all major approaches to the city. James A. Jeffries, 1955-56 Club President, admires the Club project.

over the operation of a different kind of station—a gasoline service station. For the entire day, they took turns pumping gas, checking oil, and cleaning windshields. The owner—a Rotarian—turned over all profits from the day's sale of products to a youth fund.

## U. S. Elections Mighty Tame

"I admire the elections you [the United States] hold here because you do not shoot each other," he said. The speaker was a young man from Syria, one of four Texas Christian University students who staged a panel discussion about U. S. politics at a meeting of the Rotary Club of WESTERN FORT WORTH, TEX. The Club members heard the views and comparisons of three other students from Iraq, Pakistan, and The Philippines.

## Rotarians with the Answers

Many of the delegates and visitors to the 1956 Republican national convention held in SAN FRANCISCO, CALIF., found the information booth set up by the Rotary Club of nearby SAN MATEO a welcome bit of Community Service. "Welcome to SAN MATEO" posters in store windows, motels, and hotels publicized the service.

Fortified with answers to questions about transportation, housing, and other problems, a Committee of Club members manned the booth 24 hours a day.

On the opposite side of the U.S.A., Rotarians of SALISBURY, N. C., are engaging in a bit of information service too, though along a slightly different line. They gathered printed material telling the local history of their community and Club, now present a "kit" to each out-of-State visiting Rotarian.

## Poll Project in Sioux Falls

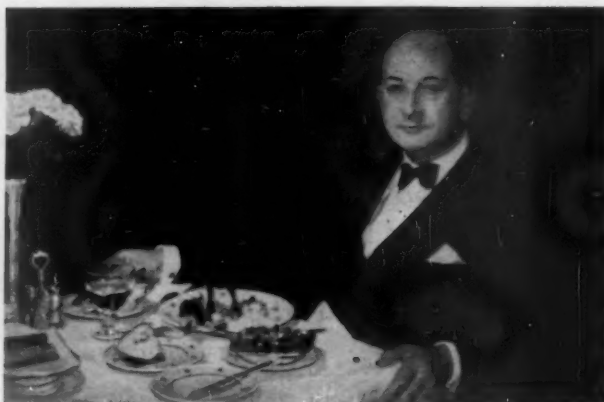
Prior to the elections held in the United States on November 6, 1956, *Parade* magazine, a newspaper magazine supplement, conducted a contest for the best slogan to urge voters to go to the polls. The Rotary Club of SIOUX FALLS, SO. DAK., printed the winning slogan, "Vote—You Lucky American," the election date, and the local polling hours on a small leaflet suitable for handout or inclusion in mailing pieces or pay-roll envelopes. The Club members hoped to distribute 25,000 to 30,000 of these leaflets at the most, but the first printing of 50,000 was soon used up and still orders poured in, necessitating a reprint. The Club reports good local acceptance.



A sure way for business firms to make direct contact with prospective customers is to advertise on park benches. The Rotary Club of Armour Heights, Ont., Canada, placed a number of these benches at bus stops and in parks, selling the advertising space thereon. The project provides a good income for the Club's projects.



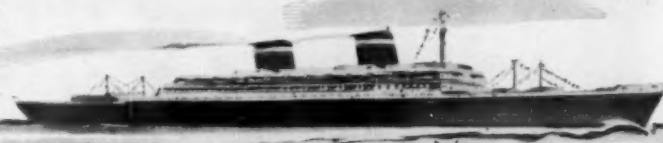
"Crossing in less than 5 days is wonderful," Mrs. George Morrison says. "But it's so enjoyable you wish it could go on forever!" She and Mr. Morrison, President of General Baking Co., make their third crossing on the s.s. UNITED STATES.



Mr. Raymond Greilsamer, President, Coty Export Corporation, enjoys a meal to a gourmet's taste selected from a menu prepared by the world's finest chefs. On the s.s. UNITED STATES you dine on the specialties of five continents. Service is deft, but unobtrusive.

# US 1 to Europe

*World's fastest ship is first in the hearts of an international Who's Who*



Mr. and Mrs. Thomas C. Fogarty appreciate the gay house-party atmosphere aboard a fall sailing of the s.s. UNITED STATES. Mr. Fogarty is President of Continental Can Company. Each year more and more knowing travelers choose spring or fall for their sailings to Europe.



Aboard the s.s. AMERICA, President of Westinghouse Electric Company, Mr. Gwilym A. Price and Mrs. Price in their beautifully spacious stateroom plan the route of their trip in Europe.

**s.s. United States** World's fastest liner, sails from New York 12 noon: Jan. 23\*, Feb. 9\*, Feb. 27\*, Mar. 15\*, Apr. 2\*, and regularly thereafter. Arrives Havre early morning the 5th day, Southampton, same afternoon. *First Class* \$350 up; *Cabin* \$220 up; *Tourist* \$172 up. \*Also arrives Bremerhaven 6th day

**s.s. America** Offers extra hours of leisure at sea. Sails from New York Jan. 11, Feb. 1, Feb. 21, Mar. 16, Apr. 6, and regularly thereafter. 5½ days to Cobh, 6½ to Havre, 7 to Southampton, 8 to Bremerhaven. *First Class* \$295 up; *Cabin* \$200 up; *Tourist* \$165 up.

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## Your Letters

[Continued from page 2]

It helped me to understand the thoughts and actions of our friends from other countries. In Rotary terminology, it was a furtherance of international understanding.

### Language Barrier No Theory

Says ADRIAN HUGHES  
Publicity Director  
Esperanto League for North America  
Hillsboro, Oregon

In *Your Letters* in the September issue A. E. Escolme refers to Esperanto as "a man-invented language." All languages are man invented. But conscious effort was devoted to making Esperanto as simple as possible, thereby eliminating the various absurdities of spelling, pronunciation, and grammar which have grown up over the centuries in national languages such as English.

The language barrier is not a theory,

it is a fact. How do you ask the way to Cosmopolis of an Arab, a Russian, a Brazilian? Would you like to face learning Arabic, Russian, Portuguese? Would you expect these people to learn English, a language so difficult that we whose native language it is only learn to use it correctly after many years of drill and study? How much simpler to ask in Esperanto: "Kie estas la vojo al Cosmopolis?"

Millions of people, representing hundreds of languages, nations, races, and cultures, have learned, used, and endorsed Esperanto. No Esperantist need apologize for what his language has accomplished. It speaks for itself. What other language could you study that gives you so much for so little?

### Re: Shrines of Japan

From MAKOTO SASABE, Casting Mfr.  
Secretary, Rotary Club  
Kawasaki, Japan

O. D. A. Oberg's article *Among the Shrines and Temples of Japan* [THE Ro-

## Neighborly Call

WHEN you hear about an "international goodwill flight," do you always think of a globe-girdling, month-long tour to scores of countries? No one should in an age when having dinner in Paris and breakfast in New York is a commonplace. Nor when travelers can do what a group of Georgia Rotarians and their wives did within a brief span of four days. On a goodwill tour, we flew to Puerto Rico, visited several Rotary Clubs on the island, saw many of its historic places and much of its mountainous beauty, created many friendly ties with Puerto Rican Rotarians and others, and then flew home again—all within 96 hours.

Our flying party was made up of 73 Rotarians and their wives of Georgia's Rotary Districts 240 and 241. We were invited by Manuel I. Vallecillo, of Santurce, a Past Governor of District 103 in Puerto Rico and now serving Rotary International as a member of its Program Planning Committee. The Rotary Club of Santurce was our host, and Manuel led the work of arranging four busy and memorable days for us.

From the moment our plane touched down at San Juan airport until our departure for home, we experienced the kind of hospitality that makes you glad you came and sorry to go. In Rio Piedras, at a ladies' night, we were welcomed by the Presidents of the Rotary Clubs of Santurce, San Juan, and Rio Piedras, and then we danced and sang and heard more about what was yet to come. This included a trip to the beautiful rain forest on El Yunque

Mountain, an official welcome by the Acting Mayoress of San Juan, and the high light of our visit: an evening of fellowship and excellent food in the homes of Santurce Rotarians.

From our trip, each of us brought home a better understanding of this 100-mile-long island that holds the status of a free commonwealth with



Josefina Rincan Marrero, Acting Mayoress of San Juan, presents a gold key and proclamation of welcome to Rotarian William A. Watt.

the U.S.A. We learned much about its history, its commerce, and its cities. But more important, we formed many friendships that are still flourishing today through letters and cards, even though the trip was made several months ago.

Travel, it is said, broadens viewpoints. In the case of friendships, it builds and deepens. Our little group from Georgia knows that so much better now.

—WILLIAM A. WATT  
Rotarian  
Thomasville, Ga.



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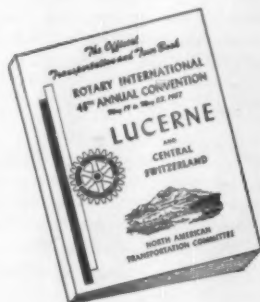
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TARIAN for October] is beautifully written. As a Japanese, I read it with keen interest because I naturally am eager to know how our country impresses foreign visitors.

But I have to point out several mistakes "Ollie" made in the proper nouns, so that someone who wants to see the place may not be lost in his way. Further, as I live in Kamakura myself, my information can be taken as correct.

In the third column, page 50, line one, the place is "Kamakura," not "Karekura." In the tenth line from the bottom of the column "Hathiamam-Bu in Karekaru" should be "Hachiman-Gu in Kamakura." In the second line from the bottom of the column, "Didutsi Riddha" should perhaps be "Jibutsu-

Mida." But here I myself am not certain, though I know there is no such name as "Ollie" writes.

Buddhism is a mysterious religion, and it's quite natural that mystery accompanies mystery.

EDS. NOTE: In deference to the author he it said that his notes on the shrines and temples went through numerous typings and that thus perhaps not all the fault for the place-name garbling is on his doorstep.

#### Footnote on Asia Understanding

By RICHARD J. EVANS, Hon. Rotarian  
U. S. Operations Mission to Vietnam  
Bremerton, Washington

[Re: An Understanding of Asia, by William O. Douglas, THE ROTARIAN for December.]

During the past six years I have seen much of Rotary at work in the countries of Asia in my work with the U. S. Operations Mission to Vietnam. Only a person who knows the people of Asia well can understand how really important the contribution of Rotary has been in the development of many of these countries—not so much the economic development, though we have had a part in that, but in the spiritual and social development.

Asia has been asleep for more than 2,000 years. Like Rip Van Winkle, it is awakening to a greatly changed world and is pretty much confused by what it sees. The "sleeping giant" of Asia has long been a source of fear to the people of the Western world. Many of us who know Asia take a dim view of such thinking. Asia in the hands of a single power is a menace. In the hands of a number of small independent nations, it is a bulwark against the tides of Communism, and a storehouse of raw materials for the industries of the whole world. Since the end of the war we have seen the rise of many such small independent nations and have helped them to establish their freedom and to build an economic structure that will keep them free. There is still a big job ahead and Rotary will have an important part in its doing.

The greatest handicap to development and growth of these countries is the difficulty of establishing a level of understanding between the people of Asia and the people of the Western world. The trouble is a serious one and it goes deeper than material development. It is something deep in the mind. I think that such ideals as are embodied in the philosophy of Rotary are the real tools with which we must establish a common meeting ground.

The road to understanding is a two-way road. Both parties must truly desire understanding and work together to effect it. The record of the white man in Asia has not always been a good one. His attitude of superiority, his disregard for the rights of these people, and his habit of making unfair comparisons between customs and conditions in his own country and those of Asia have built up strong animosities. We, as well as the people of Asia, will need to make serious adjustment in our ways of doing and thinking.

Asians are idealistic by nature, and once committed to an ideal they practice it with religious fervor. Understanding between the Governments of the world is certainly necessary to world peace, but real understanding can only be bred in the hearts and minds of people. The Object of Rotary and The Four-Way Test are strong vehicles to carry us to that goal. They can do much to make the awakening of Asia a peaceful one.

**I** SHOULD like to spend the whole of my life travelling, if I could anywhere borrow another life to spend at home.—William Hazlitt.

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## Rotary Family Tours Russia

—Wm. R. Robbins

[Continued from page 26]

with workers in each factory and farm divided into competitive groups.

In addition to money rewards, winners become "Heroes of the Soviet Union," are given badges and great public acclamation with their name and picture posted on big bulletin boards and in a permanent book of honor. As further incentive, each Ministry maintains luxurious sanitariums on the Black Sea coast where chosen workers are sent for as long as five weeks of "rest" largely at union expense. Monthly union dues are about one percent of wages, and while membership is not compulsory, the benefits are so obvious nearly all workers belong.

Pensions geared to earnings are being



Author Robbins inspects construction on a new apartment building in Kiev, reports that Russia assigns a lower grade of labor and materials to such.

introduced. Russia has an income tax but rates are low and a worker with two children would pay little, if any. We asked about pay during temporary unemployment caused by supply or other problems and were told, "The State controls all supply, and such things are never allowed to happen."

Wages and prices give a good picture of how far rights of the individual have been subverted to the welfare of the State. In terms of dollars at the official exchange rate (four rubles per dollar) prices are fantastic. A chocolate bar costs \$5.25, a cotton shirt \$50, the cheapest car \$3,750, and a prewar-Dodge-like sedan \$10,000. In terms of wages, prices are equally unbelievable. Unskilled workers start at 300 rubles, or \$75 a month, and the average factory wage is 830 rubles, or a little over \$200 a month.

The factory worker must work a month for the cheapest suit of clothes, two and one-half months for a "good"

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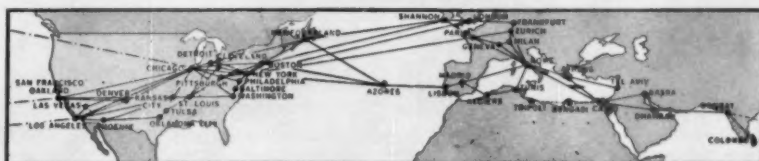
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suit. The shirt costs him a week's pay. Schoolteachers start at 800 rubles a month, must work a week for a cheap pair of synthetic shoes, three weeks for a pair of dress shoes. For a six-inch television set she, or the factory worker, must work six weeks.

Typical of the controlled economy, price of television sets is being reduced as more stations are opened—there are now six—and they are thus able to join the propaganda ranks of the billboards and loud-speakers. On the other hand, price of the smallest car was recently almost doubled as more people began to order it.

Earnings alone are an impelling incentive to become an engineer. He starts at some 3,000 rubles a month (\$750) and compared to the worker enjoys a relatively comfortable living.

Rents, however, are low and the scale of living so meager there are still enough people with pocket money to crowd the beer joints, stores, and recreational events. When we pointed out to a schoolteacher that she worked a week and an American teacher less than a day for a pair of shoes, she laughed and replied, "Now who would buy a new pair of shoes every day?"

There is simply no private industry. Even the shoe-shine parlor is operated by a State "society." With life or death control over wages, prices, capital, and production, the State is thus able to plow back into industrial expansion a substantial part of the gross national product. Reserved for its people is only enough to provide incentive where needed and to grant the obviously small but steady improvement required to keep them working and producing.

**F**ARMS are generally big and, like industry, are all State owned. Those requiring substantial capital and time for development, such as vineyards, orchards, and the vast new wheat fields, are operated as State farms. The Government supplies capital and management, with labor simply hired on a wage basis.

Collective farms are purely communal enterprises operated by peasant "members" who theoretically elect a management committee whose chairman becomes the director. The Government still owns the land and distribution of production is made on the basis of "workday units" contributed by members. The individual may sell his share to the Food Ministry at low controlled prices, or elect to take part of it (usually on his or his wife's back) to the nearest city for sale at public markets without price control. He is likewise free to sell the production from the private patch—frequently no larger than a city building lot—around his small house on the farm.

## EXECUTIVES WORTH KNOWING...AND REACHING

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*Typical, say the Robbins, of the few single-family dwellings in Russia, this house is near Stalingrad. Big apartments house most of the people.*

Machine work—plowing, sowing, and harvesting—is performed by crews from tractor stations to which all farm machinery produced is assigned. High charges and inability properly to schedule work make this system unpopular, but there seems no intent to change it.

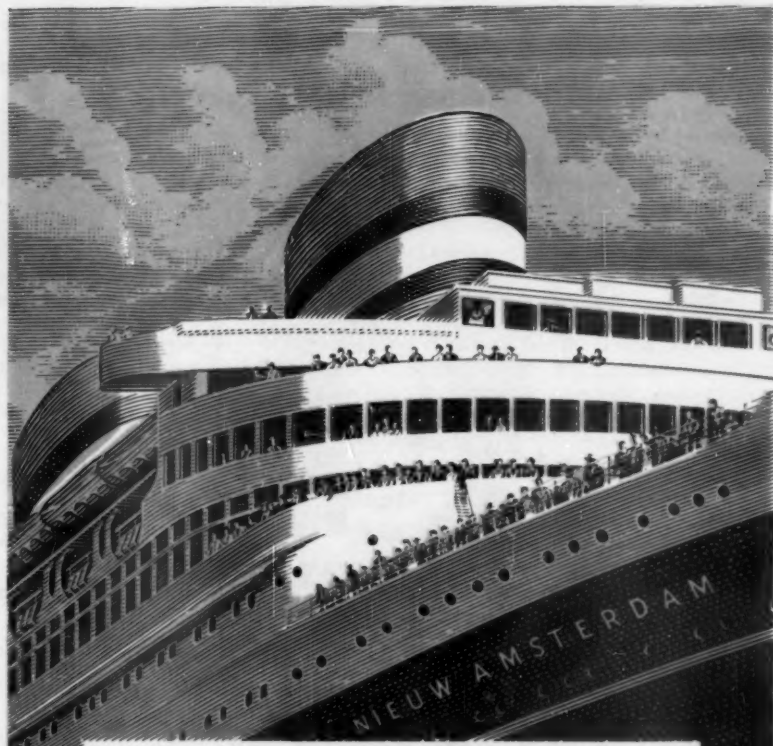
Farming has obviously not matched the progress of industry. Inefficiencies of the system coupled with a seemingly higher percentage of arid, unfertile land have produced recurrent shortages. The lot of the farmer himself is worse even than that of his city counterpart.

The longer one spends in the Soviet Union observing its program of strengthening the State by exploitation of the individual, the more obvious is the question of how such a system can be maintained. It might appear the answer is threefold.

First, party leaders have apparently been able to maintain what amounts to a war psychology. Their people seem to accept, without question, the party line that for them and their nation to survive they must surpass their enemies who they are told are the free nations of the world. Consequently, the individual seems willing to subvert his welfare to that of the State.

Second, Lenin and Stalin not only ruled so ruthlessly that questioning Government policy was impossible, but were able at the same time to establish themselves as virtual deities in the eyes of the people. As head of the party and State, Stalin's leadership was accepted with what amounted to religious reverence. In spite of recent efforts to repudiate Stalin, the abject reverence he engendered is still apparent and will be for some time. No subsequent leaders seem likely to attach to themselves any such aura, and it appears certain jockeying will go on for some time as new leaders feel out one another and their system is adjusted to a maintainable relationship with the people. This process is already apparent in slightly loosened controls.

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from the rest of the world gives the Soviet man on the street no basis for comparison with his counterpart in the free world. He is constantly reminded he is better off today than he was five years ago and there seems no doubt the progress he is producing for his nation will make continued small improvements possible. By giving him a few more crumbs, Russia may thus be able to use most of the loaf he produces for its continued expansion at home and abroad.

It is interesting to me that the first Communist revolution and the founding of Rotary both occurred in 1905. Today,

Rotary has reached across geographical, political, and religious lines into the hearts and lives of men in 99 regions of the world to become a symbol of freedom, goodwill, and peace. There is, at the same time, hardly a man, woman, or child in the world today who is not affected, directly or indirectly, by the threat of Communism. As I passed through the Iron Curtain (I hope for the last time) of high barbed-wire fences and machine guns around Czechoslovakia, I really felt the full meaning of the opportunity Rotary offers us as individuals to work for peace through simple friendships and understanding.

If we take advantage of every Rotary channel to know our world-wide neighbors better, the great strength which can be ours will not only keep new barbed-wire fences from being built around people now free, but may help tear down some of those already there.

## Rotary Family Tours Russia

—Wm. R. Robbins, Jr.

[Continued from page 29]

in sports and we saw very keen competition in many sporting fields. There was a complete absence of golf.

The VI Lenin central stadium, just completed, in Moscow, is a good example of the emphasis on sports. Located on some 450 acres in a large horseshoe bend of the Moscow River, it contains a large arena seating 103,000 for football (soccer), track and field events, surrounded by 16 smaller stadiums which are used for basketball, volleyball, boxing, and wrestling. There are four Olympic-size pools, two of which are indoor and heated. Dressing rooms and shower facilities will accommodate 10,000 at one time. An annual high light is the competition in many fields between teams and hundreds of individuals from the 15 republics of the Soviet Union. This festival of sport lasts for a week and determines the Soviet sports greats for the year.

During the month we were in the Soviet Union I met and talked to quite a few students. The longest and most interesting time I spent with a group was on our steamer just out of Odessa on the Black Sea. Mary Anne started the conversation with a group of five and in a few minutes 25 or 30 people had gathered around them. I joined the edge to see what was going on. Soon another crowd had formed around me.

Students in the group were all under

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*Bill Robbins, Jr. and Russian ZIL in Leningrad. Car costs about \$12,000, used to be called ZIS but "z" for Stalin was recently changed to "I" for Lenin. It is made from prewar Packard dies.*

22 and studying metallurgy at an institute in Moscow. They were on their way to Summer jobs near Sochi. An attractive blonde in the group (there aren't many!) was studying building construction and would graduate in one year with the rest of them. After exchanging the usual questions about names, ages, and where we were from, we made for the lounge, where more students joined us for a lively question-and-answer session for both sides.

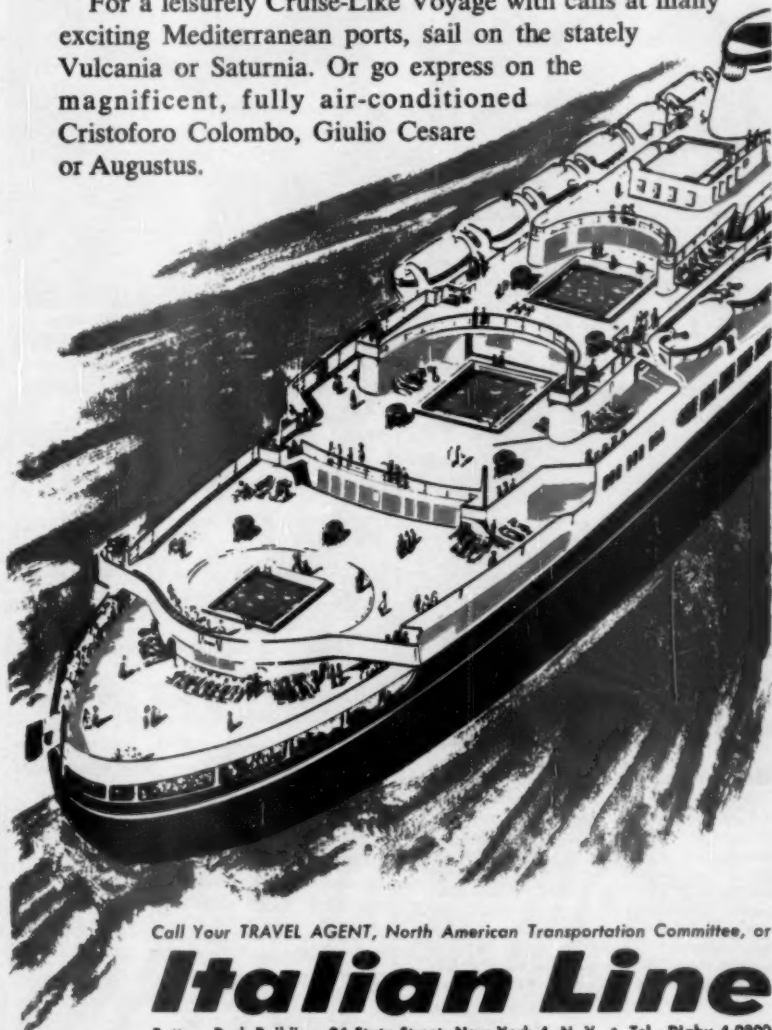
We exchanged cigarettes, theirs being the popular Russian brand with about one inch of tobacco and two and one-half inches of rolled cardboard holder. They smoked mine with some glee as they were their first American cigarettes. Although most of them had studied some English and I knew a Russian word or two, we frequently resorted to the pad and pencil to clear up a question by a rough sketch or printing a word in English. I soon gave up trying to explain my study of business administration because their economic system just does not have such a field. I tried "business engineering," but finally settled on just plain engineering and let it go at that.

Their first questions revolved around the cost of things in America. "How many dollars cost a Chevrolet?" (They knew the make.) The question of the car interested me and I asked them how many cars there were at their school; they replied only one or two and then asked me if I owned a car. When I told them I did and there were about 4,500 cars at the University of Florida out of a student body of 11,000, they just stared at me in disbelief. I knew this would be too much for them to understand, but I had not anticipated the rash of questions that followed about school and life in America. How much for a suit of clothes, rent for one month for a worker, a pair of shoes, a pound of butter, a television set? They were really thrown for a loss when they learned the suit I was wearing cost about one-sixth the price of a Russian suit. They all said they listened to the Voice of America and other American broadcasts. They added, however, that

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English text of the broadcasts was sometimes too fast for them to understand and that it was sometimes jammed.

They were well versed in American music, especially jazz. They had read several authors, including O. Henry, Mark Twain, and John Steinbeck, and seemed to accept this selected group as representative. When they asked if we read Russian books in America and I replied we read the works of some of their classic writers such as Tolstoy, Dostoevski, and Pushkin, they seemed disturbed that we did not read their current ones. I reminded them they did not read ours either. They had seen *Porgy and Bess* on its recent Russian tour and were enthusiastic about the possibility of our countries exchanging musical and dancing groups.

Out of school the Russian students seem to enjoy many of the same things we do. The girl showed us pictures she had taken at beach parties. Except for the brief bathing suits, the scenes were similar to ours—groups on blankets, portable radios, sun bathing, and some were even roasting hot dogs. There are no college fraternities or sororities and students apparently lack some of the freedom we enjoy, but they do not hesitate to have a good time when they can.

I found the people of my age friendly and curious once the initial step of approaching an American was out of the way (and mine of approaching a Russian). They invariably seemed optimistic as to the future. They wish it were possible to visit the United States and expressed the hope more Americans would visit their country.

## Highways—1957

[Continued from page 19]

St. John, New Brunswick, on the Atlantic, to British Columbia on the Pacific, is now scheduled for completion by 1960. It will be one of the greatest roads ever built.

Development of the Trans-Canada Highway has been hampered by almost insurmountable natural obstacles. In Ontario, Newfoundland, and elsewhere it was a battle against muskeg, requiring the excavation of wide, marshy tracts full of dead trees, debris, and mossy growth. In some places engineers have had to dig down 50 feet to reach a solid base. Another serious problem was prairie gumbo—treacherous, heavy clay covering 25 to 30 percent of the route through Ontario.

Road-building crews literally had to move mountains in pushing ahead through British Columbia. In the Fraser Canyon and Kicking Horse Canyon,

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work was extremely dangerous for the hardrock miners. Working on a thin ledge 1,000 feet above a rushing stream, they blasted away a mountain wall facing the threat of landslide. In this region the railroad often runs below the new highway, so that care had to be taken to protect the tracks. Truckload by truckload, tons of rubble were carried out. In one nine-mile stretch, between Field and Golden, 2 million tons of rock, another 2 million of dirt were carted off. In this section 5,000 tons of explosives were used; the cost of construction is estimated at a million dollars a mile, with one half-mile stretch costing a million and a half!

The world has learned that it can do the impossible. Peruvian road builders are penetrating high Andean passes to reach the lands of the upper Amazon, providing a link from the interior to the Pacific. The highway climbs to nearly 16,000 feet; temperatures are low, the atmosphere is rarefied, and the terrain is as rocky as it comes anywhere. But the highway is being built.

**G**REATEST feat of all in the Western Hemisphere is the Inter-American Highway, although the possibility of its ever being completed was once ruled out by almost all but a few enthusiasts. Now it will be completed all the way from Texas to the Panama Canal by 1960 at the latest.

The turning point came in 1955 when President Eisenhower asked for, and received from the U. S. Congress, an appropriation of 64 million dollars. This represents two-thirds of the total required to complete the road to the Canal, the remainder being the obligation of the Central American Republics. After years of vacillation and mere token appropriations, the decisive action by the United States evoked genuine gratitude throughout Latin America.

The terrain in Central America is tough, and construction there has been extremely difficult. When I was in Costa Rica recently, I drove out from San José to Cartago and from there to San Isidro. I was shown where landslides have broken up stretches of 100 yards or more, blocking the way for weeks. In this 60-mile section, rising to 14,000 feet in the Paseo de los Muertos, the highway is at its most majestic; built on the cuesta, or ridge, it overlooks the Atlantic on one side, the Pacific on the other.

There is little doubt, however, that the road will be completed to Panama on schedule. What will it mean to bring to reality, at long last, that elusive dream?

"The Republics of Central America will change rapidly, and a new way of life will develop for their people," in the belief of Eduardo Dibos. Less than 10 percent of the land which could be

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farmed is under cultivation, and much of that is depleted. But it remains in use because the more fertile land is beyond the market range of present transportation. The Inter-American Highway, besides providing a route through Central America, will serve immediately 25 percent of the total land area and nearly 50 percent of the total population.

The International Road Federation and the automobile clubs have now turned their attention to the next step: bridging the Darien, the 200-mile link between Panama and South America, once given up as impossible. The project was revived when two young Panamanian engineers completed a prelim-

inary survey of the Darien—and then crossed it in 11 days. A detailed survey of the Darien is now being made as a joint venture of Colombia, Panama, and the United States, with several other Latin-American countries lending financial and technical assistance.

The moving spirit behind IRF comes from business interests—automobile manufacturers, rubber-tire manufacturers, petroleum companies, road builders. Their motive is not strictly altruistic; the more roads, the more trucks, cars, tires, and tankfuls. But selfish in intent or not, the promise of the slogan "Better Roads Mean Better Living" is difficult to challenge. It puts IRF in the same class, globally, as the

\*\*\*\*\*

**NO MATTER** how widely you have travelled, you haven't seen the world if you have failed to look into the human hearts that inhabit it.

—Donald Culross Peattie

\*\*\*\*\*

good-roads movement in the United States of half a century ago. In those days it took plenty of push and promotion by the automobile clubs, civic groups, manufacturers, and others "to get America out of the mud."

"Our basic message," H. S. Merriman, board chairman of IRF, told me in Washington, "is that good roads are essential to better living standards and social and economic progress. They are needed for the expansion of agriculture, commerce, and industry, for the advancement of the individual."

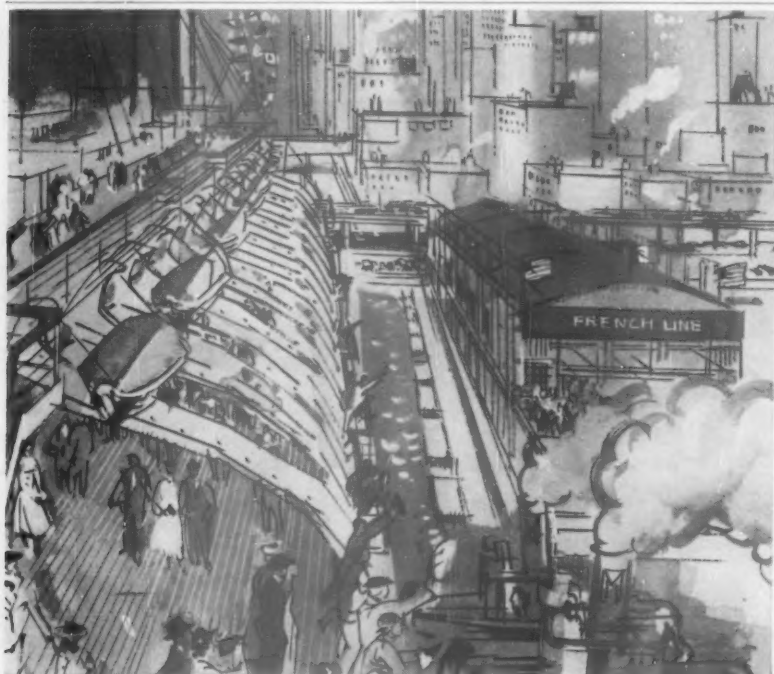
Mr. Merriman sees the Federation as being "an integrating influence for national road associations; we aid them in the exchange of information while they provide the incentive and inspiration for good roads. Where road associations are not in existence, IRF co-operates in organizing them. Each group is autonomous, nonpolitical, and nonprofit."

IRF has had spectacular success since its organization in 1948. There were then only ten national road associations; now there are more than 60. Its offices in Washington, Paris, and London are reception centers for hundreds of visitors from all parts of the world. Its second International Road Congress, held in Rome, was attended by representatives of 55 countries, including Government officials from cabinet ministers to field engineers, financiers, economists, and industrialists. Pope Pius XII addressed the meeting and endorsed its objectives. World authorities delivered papers on highway financing, technical improvements, training, and safety.

"One of our most interesting activities is the fellowship program," Mr. Merriman commented proudly, while we sat in the IRF headquarters, a block from the White House. "In 1955, 28 overseas engineers came to the United States from all parts of the world as university graduate students.

"When these young men return home, they can avoid costly errors of inexperience and get the maximum return from capital investment in highways. They are equipped to take on broader responsibilities in time."

The program has grown steadily since it started with two students in 1949.



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Thirty-five countries have benefited thus far. The fellows, engineering graduates with practical experience to begin with, not only study in university classrooms, but work side by side with State highway engineers in the field. These young men have accounted for many road-building "firsts" in their countries.

Meanwhile, the affiliated road associations have campaigned successfully for stepped-up road development. In Egypt, the Road Association has helped establish the country's first driver-training program and is working with Cairo University to introduce post-graduate courses in highway and traffic engineering. In Greece, the Road Federation, founded in late 1955, is urging close cooperation among Greece, Turkey, and Yugoslavia to integrate their highways systems and promote the extension of the European International Road Network. In Norway the association produced a film showing the need for long-range planning and sends regular highway bulletins to the country's newspapers and magazines. Numerous other examples could be cited. The Federation Routiere Suisse enrolled 200,000 signatures on a petition for constitutional amendments to clear the way for long-range construction and financing of key roads. The Australian Federation is pressing for development of an official National Road Development Board.

IRF has also worked closely with international bodies like the World Bank and with such U. S. agencies as the International Cooperation Administration and the Export-Import Bank. They are placing increasing emphasis on highways in economic development programs.

THE World Bank, starting with a single loan for highway construction in 1950, has now made nearly 20, valued at \$150,000,000. Loans in 1955 were made to Guatemala (\$18,200,000), Panama (\$5,200,000), and Peru (\$5,000,000). The Export-Import Bank extended credits for highway development to Bolivia and Costa Rica. There are now 50 nations receiving U. S. aid for highways and the ICA is earmarking 75 percent of its total transportation budget for road development.

The United States now owns 73 percent of the world's 66 million passenger cars. But the percentage is changing. And personally, I am looking forward to the time when I can drive in comfort on a paved road from Coban to El Estor in Guatemala and wave to the oncoming traffic.

**Travelnote:** The occupation of "housewife" led all the rest on U. S. passport applications in the first half of 1956.

JANUARY, 1957

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## Go Adventuring with Your Magazine

[Continued from page 33]

to exchange friendly pleasantries with them.

That above all—we have met the people. We have met people of every class, creed, and color, and we have come to know them well. We understand now that their thoughts and their aspirations do not differ much from ours, and that their aims are probably not so far apart from ours. We understand the speeches made by politicians because we are able to understand something of the way of

life of the peoples they represent, and the way in which they look at things. Different from our views? Yes, of course. It would be a poor and humdrum world if everyone thought and acted alike. But knowing *why* there is the difference makes it easier to understand and appreciate the other man's point of view.

If we want to know more, the course lies open before us. It involves no more than writing a letter—THE ROTARIAN is

the open sesame to a whole raft of correspondence, containing the seeds of adventure of the mental plane. It does not go through THE ROTARIAN; I understand that the evidence all goes to prove the existence of world-wide communications based on what appears each month in our Magazine, each letter adding to the store of knowledge and understanding, and binding two people closer together. Yet what more obvious or more simple than to take up a point or a thought expressed in THE ROTARIAN and follow through with a discussion that spans the world?

Let's take that a stage further, and let's get down to cases. In THE ROTARIAN for November, 1955, appeared the story of how the Rotary Club of Ottawa, Ontario, Canada, plays host each year to about 175 boys and girls from the Provinces, shows them how their country is governed and administered, lets them meet their Governor General, their Prime Minister and heads of the judiciary. It is no coincidence that in March, 1957, the Rotary Clubs of Cape-town, Wynberg, Bellville, and Paarden Eiland, at the southernmost tip of South Africa, are staging a similar "adventure in citizenship" for a selected band of boys and girls from all over the Union. THE ROTARIAN spanned 10,000 miles of distance to bring Rotarians on two continents together, walking side by side along the path of service to youth.

WAS it just coincidence that members of the Rotary Club of Durban should have sought to strengthen the hands of the highways authorities by pressing for schemes to beautify roads throughout the Province of Natal? Or was it the little paragraph in THE ROTARIAN, describing similar work by Rotarians in the United States, that sparked the effort thousands of miles away? When the Rotarians of Toowomba, in Australia, built a small chapel in the grounds of their local hospital so that walking patients might have a quiet place for meditation, they were linked with their fellow Rotarians of Thomasville, Georgia, who had first used the idea in their own town. The link was THE ROTARIAN.

THE ROTARIAN spans the world in its selection of material. Some of the best-known names have contributed articles that have expressed stimulating and venturesome thoughts. Yet some of the most stimulating ideas and opinions have come from the rank and file of Rotary—from the ordinary chaps like you and me, who have found it possible to say just what we think on a multitude of matters. That, to me as to thousands more, is one of the adventures to be found in THE ROTARIAN—not alone in letters written to our Editors, but in the writing of The Scratchpad Man and in



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the snippets under the heading of *Rotary Reporter*. There have been times when a little item in our Magazine has sent my blood pressure soaring, so profoundly have I disagreed with the writer. I can't be alone in this; nor can I be alone in finding that it never ends this way. It ends in another venture into discussion, and another friend made in some far-distant part of the world. It's exciting, stimulating, and tremendously worth while.

It can be only because of the unique character of our Magazine. I say that advisedly; in a lifetime of avid and utterly catholic reading I have found nothing quite like *THE ROTARIAN*. Again, let's get down to cases. I have always been interested in the fields of science and technology. It would take countless hours of reading and research to cover all that is represented by that one page in *THE ROTARIAN* in which we get glimpses of things to come. There must be many others who have adventured into unknown fields as the result of reading this feature; adventured, and found the warmth of friendship generated by interest in another man's business.

It is not necessary to embark on a world-wide airplane ride to find adventure. It comes to us every month, without our moving from our homes. Adventure into distant countries, adventure into the minds of men is ours for the taking. *THE ROTARIAN* opens vistas undreamed of, in addition to the homely glimpses which bring delight and an awareness that men all over the world are curiously similar in so many ways.

I've said nothing of adventuring in Rotary with *THE ROTARIAN*. That is always there. It may be that we don't always notice it, but it's there. For through all the pages runs the one great adventure on which all Rotary is launched, and which forms the tie between thousands of men all over the world—the adventure that never loses its freshness and charm—the adventure into service and friendship and understanding which makes life worth living.



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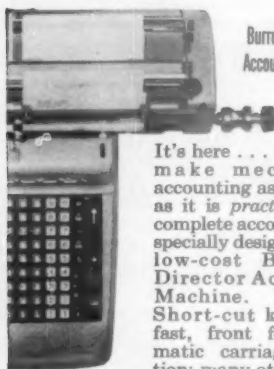
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## Speaking of Books about Travel

[Continued from page 17]

inclusion of many little-known and seldom visited places, with specific instructions as to how to get there and candid accounts of what one will find. For each of the islands there are definite details as to lodgings—classified as to their expensiveness—and as to things to buy, currency, and many other practical matters. The information contained in the descriptive chapters on the several islands is concisely summarized in an alphabetized appendix, for ready reference.

Another fine example of the "where, what, and how" book for prospective travellers is the *Standard Guide to Mexico and the Caribbean*, by Lawrence and Sylvia Martin, in the new 1956-1957 edition. The strong points of this book are its convenient size and superior typography, making it easy to carry and convenient to use; and its truly pleasant text, in which adequate information is combined with admirably concrete and personal writing. Easy-to-understand outline maps also are included.

A third excellent guidebook of this type—in which fairly extensive descrip-



Photographs and histories of Texas' ancestral homes, like this century-old, Ionic-columned brick, make up the book titled *Early Texas Homes*.

tion and explanation are buttressed by abundance of the specific facts the traveller needs—is one I have previously recommended in this department which richly deserves a second reference in the present article: *How to Enjoy Your Western Vacations*, by Kent Ruth. Here again the text is truly well written. The factual information is ample and authoritative. The photographic illustrations are exceedingly numerous and admirably reproduced. This book is a good investment even for the stay-at-home

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On the way to a tribal ceremony are two Navajo women. The photo comes from *Sunset magazine's Discovery Trips in Arizona*, a book reviewed by Mr. Frederick in these columns.

traveller, just as a source of up-to-date and pleasingly presented information about the American West.

I like, too, a new guidebook of this same kind—with general explanation and historical background coupled with details of where and how—called *Washington Is Wonderful*, by Dorothea Jones. This book is eminently good reading in itself. It will add materially to the pleasure of visitors to the capital of the United States.

Representative of a fine series of guidebooks to specific areas is *Discovery Trips in Arizona*, one of several similar volumes issued by the publishers of *Sunset* magazine. Here the general text is concise, but clear and adequate. The maps are abundant and excellent. The many illustrations are given definite explanation. The advice to tourists is candid and sensible. Perhaps the finest thing about the book is its richness in suggestions for individual variations on the standard "tour"—as suggested by the title—combined with wholesome comment on what it is better *not* to undertake. Similar inexpensive and highly usable books are available for Mexico and for the States of Washington, Oregon, and California. There is also from the same publisher a highly condensed up-to-date guidebook for the whole Pacific area, the *Pacific Area Travel Handbook*, with sections on Hawaii, Fiji, New Zealand, Australia, Japan, etc., which seems to me an indispensable investment for the prospective traveller in those regions. The *Western Campsite Directory*, with capsule facts on literally thousands of camping places open to the public, will be invaluable to the camper-tourist.

Andrew Hepburn's *Complete Guide to Florida* is representative of another admirable series of guidebooks, justifiably described by the publisher as concise, honest, and useful. It is generously pro-

vided with understandable maps and significant pictures; its down-to-earth factual information and advice, well organized for easy reference, will make it a good companion for many travellers to Florida. Other volumes in this series are the *Complete Guides* to California, New England, Chicago, and New York City.

For the Chicago visitor there's a new edition of an old favorite of mine, John Drury's *Where Chicago Eats*. I recommend it heartily.

A delightful and valuable book in a special field is *Early Texas Homes*, by

Dorothy Kendall Bracken and Maurine Whorton Redway, published in distinguished and appropriate format by the Southern Methodist University Press. It presents, in good photographs and well-written descriptive and historical text, well over 100 interesting old houses in the Lone Star State, ranging from log cabins of the earliest settlers to elaborate antebellum mansions. The traveller in Texas could well base an enjoyable and rewarding tour just on this book. Texans themselves will find much of the State's history attractively presented here from a new angle.

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ferent books, not guidebooks at all in the usual sense, to travellers who want to obtain the utmost in understanding and appreciation of the places they visit. One of these is *They Met at Gettysburg*, by Edward J. Stackpole. Product of many years of intensive study of one of the decisive battles of the world, provided with many maps and contemporary photographs of the battleground, and genuinely well written, this book seems to me to offer to a prospective visitor to Gettysburg the full and solid background that will make the experience yield its full possibilities in memorable impression.

Very far from a conventional guidebook is *The Growth and Culture of Latin America*, by Donald E. Worcester and Wendell G. Schaeffer. Yet if I were planning to travel to the southern continent of the Western Hemisphere—a privilege as yet beyond my reach—I would read this fat volume carefully as basic preparation for the journey. I recommend it for this purpose because

of its admirable organization and readable style as well as for the mass of information it contains. As the title suggests, it is a study primarily of social history. As in all nations, even the newest, knowledge of the past is necessary for understanding of the present in each and every Latin-American country. That enriching background this work richly offers.

### Books reviewed, publishers, and prices:

*Autumn Across America*, Edwin Way Teale (Dodd, Mead, \$5.75).—*Escape to the West Indies*, Bradley Smith (Knopf, \$4.95).—*Standard Guide to Mexico and the Caribbean*, Lawrence and Sylvia Martin (Funk & Wagnalls, \$4.95).—*How to Enjoy Your Western Vacations*, Kent Ruth (University of Oklahoma Press, \$4.95).—*Washington Is Wonderful*, Dorothea Jones (Harper, \$3.75).—*Discovery Trips in Arizona* (Lane Pub. Co., Menlo Park, Calif., \$1.50).—*Pacific Area Travel Handbook* (Lane, \$1).—*Western Campsite Directory* (Lane, \$1).—*Complete Guide to Florida*, Andrew Hepburn (Houghton Mifflin, \$1).—*Where Chicago Eats*, John Drury (Rand, McNally, \$1).—*Early Texas Homes*, Bracken and Redway (Southern Methodist University Press, \$6.95).—*They Met at Gettysburg*, Edward J. Stackpole (Eagle Books, Harrisburg, Pa., \$4.95).—*The Growth and Culture of Latin America*, Worcester and Schaeffer (Oxford, \$8.50).

## Rotary Foundation Contributions

**SINCE** the report in the last issue of Rotary Clubs that have contributed to the Rotary Foundation on the basis of \$10 or more per member, 52 additional Clubs had at prestime become 100 percenters. This brought the total number of 100 percent Clubs to 4,934. As of November 15, 1956, \$110,834 had been received since July 1, 1956. The latest contributors (with Club membership in parentheses) are:

### AUSTRALIA

Ingham (27).

### BRAZIL

Itabuna (36); Londrina (38); Porto Alegre Leste (40).

### CANADA

Aurora, Ont. (23); Hanover, Ont. (36); Islington, Ont. (28); Minden, Ont. (30).

### CUBA

Güines (29).

### DENMARK

Vordingborg (23).

### FRANCE

Dieppe (36); Fontainebleau (25); Meaux (23); St. Amand (25); Senlis (25); Vernon (30); Vincennes (24).

### GERMANY

Kaiserslautern (26); Osnabrück (31); Regensburg (25).

### ISRAEL

Herzlia-Kfar Shmaryahu (26).

### ITALY

Alghero (25).

### JAPAN

Kyoto-East (23).

### PAKISTAN

Rawalpindi (27).

### THE PHILIPPINES

Bacolod (47).

### UNITED STATES

Roseville, Mich. (35); Gaylord, Minn. (28); Lebanon, Ind. (64);

North Kansas City, Mo. (26); Gouverneur, N. Y. (37); Shelbyville, Ind. (70); Farmersville, Tex. (24); Ypsilanti, Mich. (100); Princess Anne, Md. (37); Broadalbin, N. Y. (28); Broken Bow, Nebr. (55); Beaufort, N. C. (20); American Fork, Utah (37); Richwood, W. Va. (30); Southwest Wichita Falls, Tex. (23); Dixie County, Fla. (29); Luverne, Ala. (28); Enterprise, Ala. (54); Bay Minette, Ala. (23); Carmichael, Calif. (48); Chelan, Wash. (49); Crisfield, Md. (37); Corning, N. Y. (107); Morgantown, W. Va. (88); Stryker, Ohio (19); Taunton, Mass. (92).

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**Classifications**  
**Questions and Answers**  
 (Installment III)

**QUESTION:** If a Rotary Club should establish more than one classification for Protestant churches, would this be a violation of the classification principle as set forth in the Club Constitution?

**ANSWER:** Yes. The principal and recognized activity of one Protestant church is recognized as being the same as the principal and recognized activity of another Protestant church even though the two or more Protestant churches under consideration are of different denominations.

The classification that is recommended to cover the principal and recognized activity of Protestant churches is "Christianity—Protestantism."

**QUESTION:** Is it proper for a Club to establish and loan a classification that is not listed in the Outline of Classifications?

**ANSWER:** Yes, the Outline of Classifications was developed to assist Clubs in applying the basic classification-membership provisions, as set forth in the Club Constitution. This 200-page booklet contains hundreds of classifications, but obviously such a small booklet cannot contain all the classifications needed to cover all the highly specialized business and professional activities that now exist in the 9,000 Rotary communities of the world.

Whenever there is a business or professional activity in a community which is not properly covered by one of the classifications contained in the Outline, such an activity should be used as the basis for establishing by the Club of a classification which does properly cover the principal and recognized activity of the firm, company, or institution under consideration.

For example, if there be a retail shop in the community whose principal and recognized activity is the selling of chicken parts, then it would be proper for the Club to establish the classification "Chicken Parts Retailing" even though this classification does not appear in the Outline.

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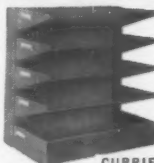
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If I were writing directly to you, that is the traditional Irish Greeting which I would use. It means 'One Hundred Thousand Welcomes' and it is exactly what a visitor to Ireland receives from the time he comes ashore at Cobh or touches down at Shannon Airport.

You, like myself, will be planning to go to our International Convention at Lucerne in May. Why not drop in to this "little bit of heaven" on the way over or when going home again.

The Emerald Isle is magnificent at any time but in the Spring it wears a coat of Shamrock green.

The Irish Tourist Board has kindly given me this space to invite you to come and have the time of your life at Dublin, Blarney, Killarney. Write to their New York Office at 33 East 50th Street for tourist literature.

Sincerely,

*Chorner Beckett*

C. Horner Beckett  
President  
Dublin Rotary Club, Ireland

lish and loan a classification in the field of religion in addition to those listed in the Outline of Classifications?

ANSWER: Yes, as is the case whenever there is any business or professional activity in the community which is not properly covered by one of the classifications given in the Outline. Such an activity should be used as a basis for establishing by the Club of a classification which does properly cover the principal and recognized activity of the firm, company, or institution that is under consideration. Accordingly, if the activity of the local church under consideration is recognized by church authorities and by the general public as being one that cannot be properly grouped under one of the classifications which are listed in the Outline of Classifications, then the Club should establish a classification which does properly cover the principal and recognized activity of the particular church under consideration.

QUESTION: Can an active member holding the classification of "Christianity—Protestantism" propose an additional active member?

ANSWER: Yes, as in the case with any other business or professional activity, the additional active member must be from the same concern or establishment with which the proposer is connected; therefore, the additional active member who is loaned the classification of "Christianity—Protestantism" must be connected with the same local church as the man who proposed him.

## Take along an Open Heart

[Continued from page 11]

is usually so surprised to find everything ready and open that he O.K.'s the lot at one swoop and we're locked up again and on our way while our grumbling neighbor is fishing for the keys to the bag his examiner wants to get into.

Speaking of customs, incidentally, don't forget that you'll have to go through an examination on your return home. It's easy if you keep a receipt for everything you buy, and try to pack all your purchases in a single bag. And before you leave, go to your nearest customs office and register your imported cameras, watches, and jewels. That way you won't have trouble getting them back into your own country.

Don't think of the customs inspector as an ogre. He can be the best friend you have in isolated areas. Franc and I once got stuck for three days in the tiny village of Turbat-i-Jam on the Persian-Afghan frontier. There was no hotel, so the customs man invited us to stay at his home. We were part of the family for three days, treated like visiting royalty. And he wouldn't accept a



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cent for his hospitality. "You are the first Americans I have seen," he smiled, "and your country has done a great deal for my people. It is an honor to be able to make some small repayment. And it is good to know that Americans are so much like ourselves."

On our honeymoon in Chinese Turkestan, Franc and I spent weeks in a tiny Buddhist temple on the slopes of Bagda Oola, Turkestan's "Sacred Mountain." There we met a Tungan—member of a Turki tribe—who was a captain in the Chinese Army. We hunted and fished together—Franc's Chinese our only common tongue—and became friends. When we returned to Urumchi, the capital of the Province, he took us to his home. We sat on the floor of his tiny room and shared kebab, noodles, and melons with his wife and three lovely daughters. They wore little round skull caps, beautifully embroidered in gold and silver thread, and we admired them. They offered to make some for us, but we explained that we were leaving early the next morning, and could not, in any event, accept such a gift.

At 6 the next morning the whole family appeared at the U. S. Consulate, where we were staying. Smilingly, they presented us with two wonderful caps, far more elaborate than those they themselves wore. The captain explained that his womenfolk had sat up all night making them. Under the circumstances, we couldn't refuse. The presents we gave them in return were little indeed, considering the work they had put into their own gifts. But I'm sure that on neither side was there any thought of value. More important to all of us was the fact that we had sealed a friendship.

Wherever you go, go with an open heart. The ordinary traveller may never meet the Pushto tribesman who shared his sheepskin robe with us on a cold night in the mountains near the Khyber Pass, or the Chakma tribesman in the Chittagong Hill Tracts of East Bengal who paddled us 15 miles up the Kasalong River after our own dugout swamped and sank in the rapids. But the French baker, the Swiss cheese maker, or the Italian glass blower will be as anxious to help, to introduce you to his way of life, to return your smile with a smile and your handclasp with one equally warm.

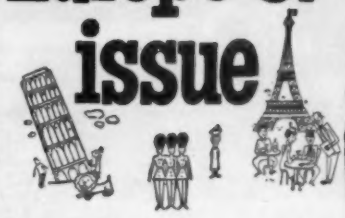
Be a tourist and be a friend. You will return with pictures and with memories of beautiful scenery, great cities, magnificent buildings, and new and ancient cultures. More important, you will return with new friendships, and a better understanding of other peoples, and how they live.

It may be true that "you can't take it with you," but if you're a warm-hearted traveller you can bring it back!

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# HOBBY

## Hitching Post

*IT'S a good thing that ROTARIAN CHARLES J. BELDEN, of Gulf Beaches, Florida, likes to travel, because his work (he's a photographer) has made him a globe-trotter. His hobby is also travel related, and he tells about it below, with some interesting and instructive comments on his travels.*

FOR centuries man has sought to mark his individuality, his own special distinctions based on his heritage, possessions, or craftsmanship. One of the earliest devices for doing this was the family coat-of-arms, a heraldic symbol of the family's genealogy and its accomplishments. Through the centuries, patterns of infinite variety have been emblazoned on escutcheons, and handed down from generation to generation.

Now a modern version of this form of heraldry exists. It is in the field of motor travel and consists of the emblems of motor clubs and touring clubs organized in many parts of the world. My hobby is collecting these shields during my travels abroad. At present I have some 60 of them, and most I have obtained personally at the headquarters of the club represented. Some have been given to me by Rotarians I have met at "make-up" meetings in different countries. All are highly ornamented and many are shaped like the cogwheel emblem of Rotary International, and all are from countries through which I have driven.

My first interest in emblems of this

kind came about nearly half a century ago during a trip I made with two college friends. We travelled from Berlin, Germany, to St. Petersburg (now Leningrad) and Moscow, Russia, in a four-cylinder, 1908 Packard. In St. Petersburg we were told that ours was the first American touring car that had crossed the Russian border into the land of the Czars. The Russian newspapers apparently had advance notice of our arrival, for we were royally welcomed by the Russian Automobile Club of St. Petersburg and presented with its official emblem.

In the city of the Kremlin we received the insignia of the Automobile Club of Moscow. Both of these Russian emblems are simple in design and inlaid with colorful enamels. The insignia of the Russian Automobile Club bore the date 1903, but in 1909 we saw no motorcars on the open road in more than 3,000 miles of travel in that country. We saw a few cars in the two cities, but during our stay in Moscow the traffic in Red Square consisted mostly of horse-drawn vehicles. On that trip we also toured Great Britain and several other nations on the Continent, our total mileage outside of Russia running up to 10,000.

More recently I have driven through France, Spain, Portugal, Spanish and French Morocco,



Photographed by Rotarian Belden for this hobby story, these emblems were chosen from his collection for their circular design similar to Rotary's wheel emblem. All are from Europe... (Above) The emblem of the Russian Automobile Club.





Algeria, Tunisia, Sicily, Italy, Yugoslavia, Austria, Switzerland, Germany, The Netherlands, and Belgium. And wherever we have gone—my wife travels with me—I have added to my emblem collection. Most European countries have both national automobile clubs and touring clubs, and in addition to these there are many local clubs that have their own emblems. This is particularly true in Italy, where almost every fair-sized city has its own club. Even Venice, truly a city without wheels, has an automobile club located near a seven-story garage, where the motorist must leave his car and transfer to gondola or "motor-scafe," in order to reach his hotel.

Loderbauer



The motorist in Austria.

For readers unfamiliar with the types of motor clubs I am writing about, I want to point up the difference between the automobile clubs and the touring clubs. The former deal more specifically with the maintenance of road service, the issuing of licenses, and rendering mechanical service to car owners. The touring clubs are organized along social lines, and they function somewhat like travel agencies in the matter of arranging extensive motor tours.

Our 1953 tour of the Continent was a nine-month journey of some 16,000 miles in eight European countries. At first glance it might seem that driving one's own car on international trips would pose many difficult problems; however, motoring abroad is almost as simple as touring in your own country, and often it is a lot more interesting. In more than 100,000 miles of travel in Europe, I have been lost only once. That was the time I forsook my automobile for a train.

We were in Venice, and decided to return to Yugoslavia. We had just completed some 3,000 miles over some pretty rough roads, so we were ready for a change. Our destination was Rijeka, in Yugoslavia, and the "Paris-Belgrade Express" would take us right there. After a day's ride, I sensed that we had gone too far, so when we stopped at Postonja I asked a station attendant if we were still headed for Rijeka. He pointed back down the track, indicating that we had passed it. We hurriedly unloaded our one bag and camera cases, and managed to hire a car to take us back almost 100 miles. This is not to say that you can't get lost when you motor in Europe. But with a good map in front of you, all you have to do is follow the road signs.

One other point to mention about travelling in Europe with your own car concerns the official arrangements required. They are simple. All you need is a *carnet de passage* for your automobile, which is simply a passport for it. Formerly it was necessary to obtain a foreign license plate, but that requirement

was changed by an international convention established in 1953. The motorist can now drive through all countries outside the Iron Curtain if he holds a *carnet de passage* and an international driver's license.

The automobile traveller will also find the local motor clubs helpful in many ways. In Italy, for example, I bought my gasoline coupons at an office of a local club after presenting my *carnet de passage*. At that time, gasoline in Italy cost 138 lire per liter if purchased without coupons; I was able to buy it for 100 lire per liter, which was the equivalent of about 65 cents per gallon. This same coupon system for the tourist existed in Austria also, but has since been discontinued.

On these jaunts over the highways and byways of Europe, I have had many memorable experiences, and high among them stands my 3,000 miles of driving on the roads of Yugoslavia. Incidentally, much of that country is mountainous, and often there are a dozen horseshoe curves to maneuver within a mile or two. The emblem of the national automobile club of Yugoslavia was the most difficult to obtain. Finally I managed to run one down in Belgrade.

It was also at Belgrade that I attended, upon invitation, a birthday party for Marshal Tito, the country's leader. I was permitted to photograph the garden party at the White Palace, and for one of my photos I used my Polaroid camera, which develops the prints within a minute. I took a picture of the Marshal, then gave him the print. He said, "Primo! Primo!" which means "fine."

This year my plans include another motor trip in Europe, and on my itinerary is a drive to Lucerne, Switzerland, for Rotary's international Convention, May 19-23. It is a wonderful country for Rotary's reunion. Its scenery is beautiful, its people friendly. I drove there in '53, and I'll enjoy driving there again. And as I drive along in Switzerland and other places, I'll be looking for new motor-club emblems to add to my collection.

## First Snowfall

*Snowflakes at my window pane  
Falling white and sheer,  
Filling valley, field, and lane,  
And the atmosphere.*

*Heaping on the willow tree,  
Bending branches low,  
Changing landscapes 'til I see  
Naught but drifting snow.*

*Nature's children snugly lie  
In her downy bed,  
Hark the slaky lullaby  
Hushing overhead.*

*Snowflakes at my window pane  
By the northerers hurled,  
Wipes the weary trace of stain  
From my weary world.*

—E. WAYNE DONALDSON  
Rotarian, Belmont, Mass.

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# Stripped GEARS



## My Favorite Story

Two dollars will be paid to Rotarians or their wives submitting stories used under this heading. Send stories to Stripped Gears, THE ROTARIAN Magazine, 1600 Ridge Avenue, Evanston, Illinois. Here is a favorite of Mrs. Hector F. McFarlane, wife of a Maclean, Australia, Rotarian.

A bus was returning its load of people to their various homes in the bush late one afternoon after a local sports meeting. The driver had celebrated all day in a very merry fashion. The result was apparent in his driving. As the bus careened around the mountain road in a crazy manner, deep gullies on one side and steel mountain cliffs on the other, an old gentleman in the rear of the bus was heard to say in a shaky voice: "I'd give £50 to be out of this bus." A young jackaroo sitting near put his hand on the old man's shoulder and said, "Keep your money in your pocket, old chap. You'll be out for nothing in a minute."

## From Altar to Altercation

Their meeting was presaging  
The newlyweds have found;  
They met in a revolving door,  
And still go round and round.

—AMY VANCE WEEKS

## Watch the Birdie

Each of the following words or expressions defines a bird. For example, "to brag or boast" would be to "crow." How many can you name?

1. Lose heart or courage.
2. A frolic or spree.
3. Thin material used for flags.
4. Absorb.
5. A daft one.
6. Rapid.
7. Fundamental.
8. A cloth like canvas.

This quiz was submitted by Dale E. Winship, of Bristol, Tennessee.

## Birds, Fish, Fowl

1. What fish is a highway?
2. What fish is in a bird's cage?
3. What fish means "to peddle goods in the street"?
4. What bird names one easily cheated?
5. What fish is found in an office?
6. What bird has no respect for truth?
7. What bird is a gay time?
8. What bird is a young, newly recognized actress?
9. What bird is the name of a group of islands in the Atlantic Ocean?

10. What fish is a bitter complainer?
11. What fowl means "to stoop quickly"?
12. What fowl has the name of a coin?

This quiz was submitted by John Julian, of Madison, Wisconsin.

The answers to these quizzes will be found in the next column.

## Twice Told Tales

In the days before oil was discovered in west Texas, a man stopped one night at a dry ranch near a small town. As he sized up the place, he became more and more puzzled as to how the little ranch paid its way. At last he ventured to question the host. "How in the world do you make a go of it here?" he asked.

Pointing a finger at a man lolling on the doorstep, the host replied, "You see that feller there? He's the hired man. He works for me, an' I can't pay 'im. In two years he gits the ranch. Then I work for 'im 'til I gits it back."—Rotary Bulletin, TRENTON, NEW JERSEY.

Back in the days when organs were pumped by hand, a very famous organist, leaving the platform after a fine performance, told a group of his admirers, "I really did some beautiful work

this evening. I don't know when I ever played better." The boy who had pumped the wind for the organ scowled but kept silent.

The next evening the artist placed his hands on the keys, but there was no sound. He tried again. No response. He glared at the pumper and signalled that wind was needed.

The boy grinned and replied, "Say we, Mister."—Rotary Bulletin, SHARON SPRINGS, KANSAS.

"If there were more self-starters, the boss wouldn't have to be a crank."—Aurorotarian, AURORA, ILLINOIS.

Wife, reading her husband's fortune on a weight card: "You are dynamic, a leader of men, and admired by women for your good looks and strength of character. It's got your weight wrong, too!"—Rotary Realist, LaSALLE, ILLINOIS.

Electronic computers are now checking your tax returns. These machines have lightning brains but no ear for the cries of the wounded.—RIGI, GRAND ISLAND, NEBRASKA.

## Love and Hisses

My garden plot is a thrilling spot,  
It makes my pulses quicken;  
Till weeds and grass ascend en masse,  
And the plot begins to thicken!

—CAROLINE CLARK

## Answers to Quizzes

11. Duck. 12. Guinea (hen).  
7. Lark. 8. Sterling. 9. Canary. 10. Carp.  
Hark. 1. Gull. 6. Laye (lark).  
Bird. Fish. Fowl: 1. Pike. 2. Perch. 3. Catfish. 4. Swallow. 5. Loom. 6. Swift. 7. Bunting. 8. Duck.  
WATCH THE BIRDIE: 1. Quail. 2. Lark. 3.

## Limerick Corner

The Fixer pays \$5 for the first four lines of an original limerick selected as the month's limerick-contest winner. Address him care of The Rotarian Magazine, 1600 Ridge Avenue, Evanston, Illinois.

This month's winner comes from Kenneth M. Brown, son of a Rock Island, Illinois, Rotarian. Closing date for last lines to complete it: March 15. The "ten best" entries will receive \$2.

### FILLY MINION

A cowhand named Joe made a bet  
He could ride any horse they could get.  
So they brought him a filly  
That was really a dilly,

### CIGAR ASHES

Here again is the bobtailed limerick presented in The Rotarian for September:  
A man in a big speeding car  
Looked down while he lit a cigar,  
Out in front, blast the luck,  
Loomed a big trailer truck,

Here are the "ten best" last lines:

And now he has moved to a star.  
(Joh. H. Christiansen, member of the Rotary Club of Tönsberg, Norway.)

Soon the smoke could be seen from afar.  
(S. M. Siris, member of the Rotary Club of Penns Grove, New Jersey.)

The man, as he'd boasted, went far!  
(Mrs. A. C. Kirkwood, wife of a Kansas City, Missouri, Rotarian.)

His light he now gets from a star.  
(T. Roy Summer, Jr., member of the Rotary Club of Newberry, South Carolina.)

First a jar, then a star, now afar.  
(Orin W. Wright, member of the Rotary Club of Newport-Balboa, California.)

Pending inquest, his name's on a jar.  
(Stanley Lott, member of the Rotary Club of Te Aroha, New Zealand.)

You're wrong, he just missed it. Harl Harl  
(Mrs. Arthur Hubbard, wife of a Western Fort Worth, Texas, Rotarian.)

Said St. Peter, "You made it in par."  
(Joseph H. Coulter, President, Rotary Club of Benton, Kentucky.)

And his match was blown out by the jar.  
(Ernest Ansell, member of the Rotary Club of Chatham, Ontario, Canada.)

He has given up smoking . . . up tharl  
(G. W. Boissevain, Jerusalem, Israel.)

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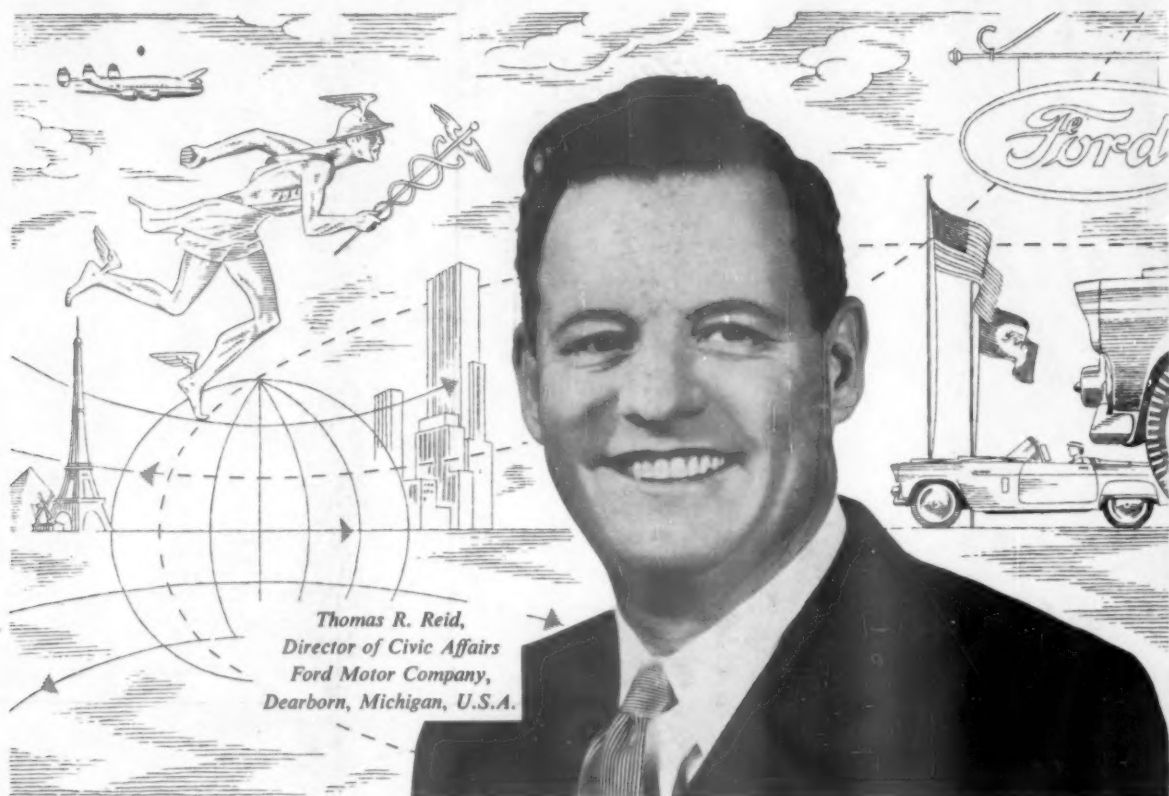
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PEOPLE OF SOUND JUDGEMENT



Thomas R. Reid,  
Director of Civic Affairs  
Ford Motor Company,  
Dearborn, Michigan, U.S.A.

## Good neighbour policy-maker...

In 1947 the U.S. Junior Chamber of Commerce named Thomas R. Reid one of America's ten outstanding young men. He is still young, 42. Still outstanding. As the Ford Motor Company's Director of Civic Affairs he represents its benevolent spirit. Wherever Ford plants are located, relationships sprout with state and local authorities, with civic groups, with people. Tom Reid's assignment covers nothing less than establishing and maintaining the best of relations with all Ford's neighbours. He is reasonableness personified, at round table talks, giving lectures, in discussions. A dynamic life that needs a built in power station. This busy-bee of big industry is constantly on the go. Across the vast American continent. To centres abroad. A conference in

Geneva; a congress in Stockholm. To reconstructed Rotterdam to check an idea from which Detroit might profit. Still he finds time for other activities. How? That's his secret. He is a director of the Detroit Board of Commerce. He holds half a dozen other exacting positions, where his sound judgement is widely recognised. To achieve all this within a twenty-four hour day, he flies of course. Prospect after prospect is studied and decided to the rhythmic hum of giant engines. As a level-headed perfectionist he likes KLM. "KLM is always after the best in service", he says. "In setting and living up to very high standards. KLM maintains the finest of relations with all who fly, and indirectly helps to make all nations better neighbours."



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